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THE HOTEL FIRE INQUIRY.

POLICE HAVE NO SUSPICION IF ARSON.

CHUTES SUGGESTED.

The Superintendent of the Fire Brigade (Mr. H. T. Brooks) proceeded with his evidence on Thursday at the seventh day's sitting of the Coroner's Inquiry, held by Mr. E. W. Hamilton into the circumstances of the King Edward Hotel fire.

Recalled, the Superintendent of the Fire Brigade (Mr. H. T. Brooks) said he had been 16½ years with a Fire Brigade at Home and seven years here. He had kept himself in touch with the latest developments in fire-fighting apparatus.

Speaking of the fire escape ladders, he said that these were of the standard type, such as were in use by the London Fire Brigade. They measured 55 feet when fully stretched, and could not reach beyond the 63 feet height of the third floor of the King Edward Hotel building.

Speaking of the one and only turntable ladder the local Brigade possessed, witness admitted that it had a much longer reach, of 85 feet, when it was brought out here in 1922 in its original form. But since then he had found it necessary to remove the top section on account of the danger attached to its use as exemplified by an accident which occurred to a fireman some years ago.

Fireman Killed.

In that affair, the fireman was standing on the top span of the ladder when it snapped off and he was hurled to the ground and killed. The ladder in the vertical position would have a reach of 80 feet, but in practice it was dangerous to use the top span, or for one man to help another along it. Then, all the while it had to be kept away from the wall, contact would result in breaking if it meant a strain. All work along the awning top section, therefore, had to be done by the fireman using the ladder in a very gingerly manner indeed. In any case, the original purpose of the turntable ladder was in conjunction with a water tower for fire fighting work. It was never meant to save lives.

In witness's opinion, ladders with a longer reach than 55 feet were positively dangerous, and floors above 75 feet, therefore, could not be adequately served by the ladders which they now had in use. The top floor of the King Edward was 91 feet from the ground. Above the height represented by the reach of the ladders, rescue work had to be done by means of hook ladders and jumping sheets.

The Hook Ladders.

Speaking of these hook ladders, witness said they had twelve of these in his Department, but they could not be brought into use because their length fell short of the height between the floors. There was a limit to the length of these hook ladders, which were of the same standard type such as were required and were in use at Home, where the average height between floors was 12 feet.

The Coroner: 13 feet 6 inches is the limit of these ladders combined with the use of the hands?—Yes.

The turn-table ladder was made by Merryweather which witness considered to be a first-class firm in that line.

By the jury: It was probably the intention of the makers that the turntable ladder should serve a height of 85 feet, but he himself would not have cared to use a ladder of that height considering the circumstances already mentioned. On the other hand, he thought that there was in existence a type of ladder which could be an improvement over the one they had, this being the turntable ladder manufactured by Morris Magnus, of Manchester. They had never had any occasion to use this type before, and besides, they would not have a place to keep it. From both the economical and life-saving

points of view it was better to install a fire escape ladder, particularly in the case of tall buildings. A turntable ladder cost as much as £2,300.

Commissioner's Report. The Coroner: Do you think it a waste of money to have this turntable ladder?

Witness: It is very useful to us. I have come to like it and would not like to part with it.

Witness said that a local Commission which sat in 1925 had gone fully into the question of fire appliances, and had expressed itself as being quite satisfied with those in use and had made no mention of turn-table ladders. The one they had now was already in use then.

Speaking of the inspection of buildings as a precaution against fire risks, witness explained that in a case like the Savoy Hotel, such inspection was made annually and conditional to a renewal of the Hotel licence. It was usual to send them a Departmental notice, before-hand—a mere form of courtesy which had no legal standing however. In the case of theatres and other public places, officers were authorised, however, to enter the building at any moment if they deemed inspection to be necessary.

Prior to the King Edward fire, witness had established a system of fire-hydrant inspection services, and that was functioning. The inspection of the interior of a house, however, could not be done by the Fire Brigade, as their powers were limited on this point. He would, however, be prepared to carry out an inspection, report on it and make recommendations if he were invited by any house-owner to do so.

Requests for Inspection.

By the jury: Since the fire he had received such requests from owners.

The Coroner: I think the jury would like to know those very sensible owners.

Witness: There is the University.

The Coroner: The Hongkong University? Leading the way in intellectual advances still, Mr. King. (Laughter.)

Witness raised further humour by revealing that the Government was one of the other sensible owners, it appearing that the P. W. D. had also asked for an inspection of Leicestersfield Arcade.

By Mr. King: It was correct that the newest type of turntable ladder had some improved mechanical devices for manipulating the ladders but leaving the main principle of construction unchanged. Recently, and before the fire, he had been giving his attention to certain fire regulations, and these were already in the hands of the Captain Superintendent of Police: Canvas Chutes.

Mr. Brooks in answer to the Coroner said that canvas chutes would be about the best thing that could be installed for high storeys. He emphasized, however, that they would not be of so much use if carried by the Brigade, as the task of getting a chute up to the fourth or fifth storey would require a number of men.

In answer to Mr. King, witness said that canvas chutes were better than the Davy fire line.

At this stage Mr. D'Almeida interposed. He said he had no desire to be flippant on an occasion like that, but it occurred to him, as Counsel representing the proprietors of the hotel, that the installing of a chute on the fourth or fifth floor of a hotel might prove very convenient to guests who did not pay their bills.

Mr. T. H. King, the acting Captain Superintendent of Police who, as such, is also the Chief of the Fire Brigade, next gave evidence. He stated that he had been connected with the Fire Brigade on and off since 1914, but since 1923 had nothing to do with it. In 1926, said the witness, the Brigade was extended.

On March 11 he received a call at his house at 3.10 or 3.15 a.m. and arrived on the scene at 3.40 or 3.45, when he found the Fire Brigade and Police on the scene. Both the dead and the injured had been removed before witness arrived.

Naval Assistance.

Witness paid a high tribute to the assistance rendered by the Naval parties. Two parties arrived be-

(Continued on Page 3.)

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YAUMATI SHOOTING
TRAGEDY.

NO GROSS WANT OF CARE
BY POLICE.

COMPENSATION URGED.

That there had been no gross want of care on the part of Sergeant Henderson, who was found to have fired the shot which killed a little girl at Dundas Street on March 8, was the essence of the verdict of the jury who assisted Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon to investigate the circumstances of the girl's tragic death.

The jury recorded an expression of sympathy for the parents of the unfortunate child, and asked if the Police could see their way to make some compensation to the parents.

The first witness called was Detective Sub-Inspector Murphy, who corroborated the evidence given by Sergeant Henderson the previous day.

Mr. Murphy produced certified copies of the Police regulations regarding firing by officers.

The extract produced read—"Police officers are instructed to fire in the following circumstances:

1. If a man draws a weapon with the obvious intention of resisting arrest or search;
2. If a man suspected of a crime of violence or of unlawful possession of arms resists arrest or search and his resistance cannot be overcome by other means;
3. If a man is suspected of having just committed a robbery and cannot otherwise be arrested."

Girl Shot by Sgt. Henderson.

That concluded the evidence, and his Worship, recorded the usual formal findings of the jury regarding the girl's name and address and the manner of her death. In recording the cause of death as described by the medical officer, the Coroner said that he would like the jury to supplement that by giving their finding as to who they considered fired the shot.

The foreman of the jury after consultation said that the jury found that the Police fired the shot which killed the girl.

The Coroner replied that he required the jury to state which Police officer fired the shot, and the foreman said that they found that Sergeant Henderson fired the shot.

The Coroner: Do you say that it was one of the shots fired in the scavenging lane?

The foreman: Yes.

The Coroner said that they now came to what he thought was the more difficult question in the matter and that question, put very briefly, was, "Was Sergeant Henderson to blame for the death of this girl?" Continuing, the Coroner said that he might give the jury some general principles of Law on the question of shooting.

Hypothetical Cases.

If, said the Coroner, A fires at B and misses B but kills C; then the first question that had to be asked was "Would it have been murder if the shot had killed B? the man he was aiming at." If it would have been the murder of B, then it would be held to have been the murder of C, although the shot was not aimed at him.

Now taking the same hypothesis the second question which had to be asked was whether it would have been manslaughter if A had killed B. If the answer were in the affirmative, that was to say that it would have been manslaughter, then the general rule was that A would be guilty of the death of C although he had not aimed at C.

The third point was if the killing of B amounted to justifiable homicide then A would not be guilty of murder or manslaughter. The death of C in that case would be "death by misadventure or misfortune."

There was another point which the Coroner said he wished to draw the attention of the jury to, and that was (whether or not the shooting was justifiable) if a person fired recklessly, so as to show a gross disregard and care for the safety of bystanders, and one of the bystanders was killed, then the killing would amount to manslaughter.

Police Rules Reviewed.

They might proceed to the Coroner, turn to the Police rules which the jury had before them. Referring to the first instance the Coroner said that the jury need not regard that one, as no weapon had been drawn. The fugitive made a movement from which Sergeant Henderson thought he was going to draw, but he never did draw and that question need not be considered.

The second could also be overlooked, as there was no crime of

violence alleged. The fugitive was alleged to have stolen a revolver and to have been in possession of a revolver, but no crime of violence such as a robbery or murder, had been suggested by anybody. With regard to the unlawful possession of arms, that also need not be considered because the rule said "resisting arrest." The Coroner said that it was held in law that resisting arrest meant something more than simply running away. There had to be something of the nature of a struggle.

The last regulation issued for the guidance of the Police could also be disregarded, as no robbery had been suggested.

"Now gentlemen," continued the Coroner, "we come to another rule which is not mentioned in the Police regulations; to a well established rule of Law, and that rule is that a policeman is justified in firing in self-defence and you will be required, gentlemen, to consider this rule very carefully."

When the fugitive was caught (eight hours later) he had no revolver in his possession, but of course he might have thrown it away during the flight. It must be remembered that Sergeant Henderson and Sub-Inspector Murphy both said that during the chase in the scavenging lane the fugitive was seen to put his hand to his hip and both inferred from that that he was on the point of taking out a revolver—the stolen revolver it must be remembered was suspected to have been in his possession. Both Sergeant Henderson and Sub-Inspector Murphy had reason to believe that the man was armed.

Question of Self-Defence.

The fugitive was never seen to draw a revolver, but the Coroner said he thought a man may fire in self-defence although no weapon had been pointed at him. It would be rather unreasonable if a man, before he could fire, had to wait until his opponent had pointed a revolver at his head. The Police were constantly taking big risks, and they required to be protected in some way, and the Coroner thought it would be rather hard if policemen had in every case to wait until a weapon was pointed at them before they fired.

It was for the jury to decide whether the indication of the man by putting his hand to his hip was sufficient significance to justify Sergeant Henderson firing at him.

A question which the jury had to answer was "Did Sergeant Henderson fire in self-defence?" If the answer was in the affirmative, then the jury would have to answer a further question and that was, "Assuming that he fired in self-defence did he show reasonable care with regard to the other people in the lane or the people at the water fountain?" In fact the question would be, "Did he or did he not show gross negligence?" It had to be put stronger than reasonable care. Had he shown gross negligence or gross want of care for the safety of the other people in the street?

Assuming the jury found that Sergeant Henderson was justified in firing in self-defence, the Coroner said that a man who fired in self-defence could hardly be expected to consider where stray bullets would go. He would probably be very excited and would not see much except the fugitive he was pursuing, the man who might be called his opponent.

Now Sergeant Henderson said that he did not notice the people at the fountain as he came down the scavenging lane. Sub-Inspector Murphy also said that he did not see them. It was a narrow lane and also the fugitive was in front of the Police. They did not even see people when they went past. This of course was because when the Police went past the people had run away and the only person there was the little girl on the ground. One witness had stated that she was lying near the fountain on the opposite side of the buckets to that on which the Police passed.

Sub-Inspector Murphy had stated that Sergeant Henderson did not fire recklessly; he fired carefully. However that was a question which the jury had to decide.

The Verdict.

The jury retired, and in reply to the question as to whether Sergeant Henderson had fired in self-defence answered "Yes."

The answer to the question as to whether he had shown gross negligence and gross want of care for the safety of the general public, was "No."

The Coroner accordingly recorded a verdict of "death by misadventure."

The foreman of the jury recorded an expression of sympathy towards the parents of the unfortunate girl, and asked if the Police could see their way to make some compensation to them.

The Coroner (to Mr. Murphy): Perhaps you can see what can be done? Do you think something can be done?

Mr. Murphy: Yes, I shall certainly bring the jury's wishes to the notice of the authorities.

EASTER SUNDAY

March 31st, 1929.

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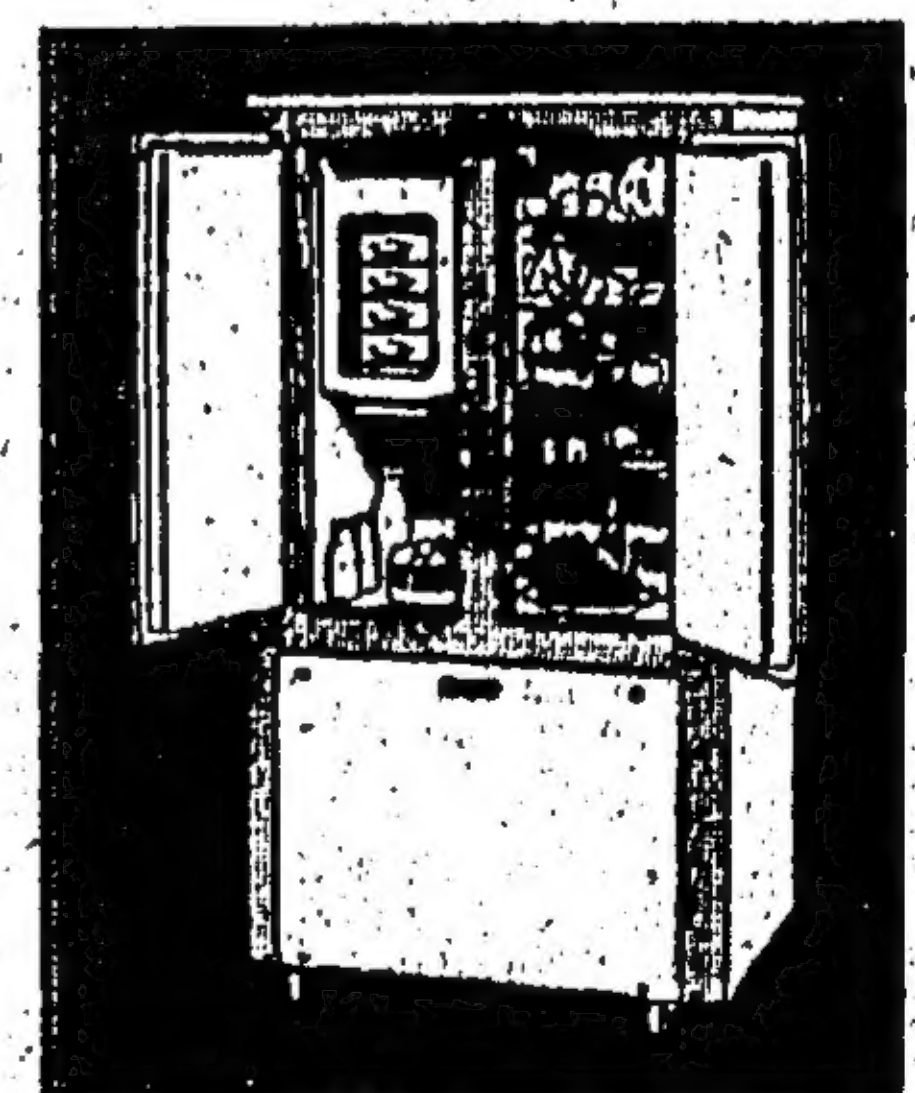
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MISCELLANEOUS.

PICTURE EXHIBITION at Komor and Komor. Water colours, Pastels and Oil paintings by the foremost artists will open Tuesday the 3rd April, for ten days only.

CLOSING SALE at Fook Weng & Co., China Building, Hongkong, for Canton Shawl, Swatow Linen, Silk and every description of Oriental Art Objects.

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New Advertisements

NOTICE.

Customers are requested to send their ORDERS FOR POULTRY to our Butchery Department on and after 1st APRIL. THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NOTICE.

The Annual General Meeting of the Hong Kong Women's Guild and Ministering Children's League will be held at the Helena May Institute on Thursday, April 4th, at 10.30 a.m.

A. S. WATSON & CO., LIMITED.

NOTICE.

On Friday, the 29th March, and Easter Monday, the 1st April, all Departments will be CLOSED.

On these days, The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

On Saturday, the 30th March, all Departments will be open as usual.

Hongkong, 27th March, 1929.

HONGKONG JOCKEY CLUB.

The second Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 30th March and on Monday, 1st April, 1929, commencing at 2 p.m. on both days. The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 per day for all persons including Ladies.

Soldiers and Sailors in uniform half price. Members are advised that they must show their Badges to obtain admission to the members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis, at \$5 each per day up to Thursday, 28th March, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2 per day.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

G. B. R.

Particulars and Conditions of the Sale by Public Auction to be held on Tuesday, the 2nd day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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BANK HOLIDAYS.

In accordance with ordinance No. 5 of 1912, The Exchange Banks will be closed for the transaction of public business on Friday, Saturday and Monday, the 29th, 30th March and 1st April, (Easter Holidays.)

THE CHINA LIGHT & POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Offices of Messrs. Shewan, Tomes & Co., the General Managers of the said Company, "St. George's" Building, Hongkong, on Monday, the 6th day of May, 1929, at 12 o'clock Noon, when the subjoined Resolutions will be proposed as Ordinary Resolutions.

1. That the authorised capital of the Company (which is now \$3,000,000 divided into 720,000 shares of the nominal value of \$5 each, the whole of which have been issued) be increased to \$5,000,000 by the creation of 280,000 additional shares of the nominal value of \$5 each ranking as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued capital.

2. That 80,000 of the said 280,000 additional shares be offered forthwith in the first instance (in the proportion of one new share for every complete number of nine existing shares held by them respectively) to the members of the Company who on the 6th day of May, 1929, are registered in the Company's Share Register as the holders of the said 720,000 shares at par and so that on acceptance of the offer the full nominal amount of \$5 due in respect of each such share taken up shall be paid not later than the 4th day of July, 1929.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined, and that the Directors of the Company be at liberty to fix such time and to extend it to such date or dates and upon such terms as they may think fit. And further that any of the said 80,000 shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion think fit.

3. That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd share or shares held by such shareholder.

4. That the remaining 200,000 of the said 280,000 additional shares be issued in such manner at such time or times and upon such terms and conditions as the Company's Directors in their absolute discretion shall think fit.

THE TRANSFER BOOKS of the Company will be closed from MONDAY, the 15th day of April, 1929, to SATURDAY, the 4th day of May, 1929 (both days inclusive), during which period no transfer of shares can be registered.

Dated the Twenty eighth day of March, 1929.

sd./SHEWAN, TOMES & CO., General Managers.

CHURCH NOTICES.

Union Church, Kennedy Road, Minister, Rev. F. C. Young, Easter Sunday. Sunday School, Union Church 10 a.m. Talk 8 p.m. Morning Service, 11 a.m. Evening Service 6 p.m. After the Evening Service the Fellowship Hour. Service Men are especially invited.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Reality". The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 2nd April, 1929, at 12 o'clock (noon), at their Sales Room, Duddell Street.

One Ingersoll-Rand "7" x 6", Type 20, Portable Air Compressor, Gasoline Engine Driver, mounted on wooden skids complete. Horse Power 26, Air Pressure 100 lbs. per square inch gauge, Capacity 160 c. ft. per minute (for operating pneumatic rock drills, reworking hammers, etc., etc.) now stored at The Hongkong Engineering and Construction Company's Yard, Chatham Road, Kowloon.

For further particulars and inspection orders, apply to the undersigned.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 3rd April, 1929, commencing at 10.30 a.m. at the Standard Oil Company's Installation, Lai-chikok.

A Large Quantity of Surplus Stores.

comprising:—Anchor, Brass Bushing, Burner (complete Fuel Oil Burning Outfit) Leather Belting, Watchman Clocks, Westinghouse Dynamoes, Engines, Faucets, Hydrant, S. G. Revolving Hammers, Wire Wound Hose, R. H. Loco, Motor, Pipe Threading Machine, Rotary Pumps, Screw Drivers, Screws, Hand Taps, Tees, Spar Varnish, Valves, Delco Lighting Plant, etc., etc.

A Quantity of Furniture.

including:—Desks, Dressing Tables, Sideboards, Washing Tables, Wardrobes, Door Mats, Mattings, Electric Ceiling and Table Fans, Tables, etc., etc.

On View from Tuesday, the 2nd April, 1929.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY, the 5th April, 1929, commencing at 11 a.m. at No. 8, Aimal Villa, Kowloon.

A Quantity of Valuable Household Furniture.

comprising:—Teak Hatstand, Chesterfield Couch and Chairs, Large Armchairs, Blackwood Folding Screen, Blackwood Table, Blackwood Tea-table, Blackwood Curio Cabinet, Curtains, Electrolux, Oil Paintings, Water Colours, Ornaments, Carpets, Ceiling Fans, etc., etc. Teak Dining Table, Dining Chairs, Teak Sideboard with Mirror, Teak Glass Cabinet, Crockery, Glassware, etc., etc. Teak Bedsteads, Double and Single Teak Wardrobes, Teak Chest of Drawers, Teak Desks, Tables, Chairs, etc., etc.

also One Piano by F. Rachels & Co. One Iron Safe.

and One Crystal Refrigerator.

On View from Thursday, the 4th April, 1929.

Catalogues will be issued. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

of the VALUABLE LEASEHOLD PROPERTY situated at

Victoria in the Colony of Hongkong

and Registered in the Land Office as Inland Lot No. 2562 together with the Dwelling Houses and Shops thereon known as No. 166 Hollywood Road and Nos. 85 and 87 Square Street.

To Be Sold on THURSDAY, the 11th April, 1929, at 3 p.m.

at the Auction Room of Messrs. Lammert Bros., No. 4, Duddell Street.

For further particulars and Conditions of Sale Apply to:—

MESSRS. WILKINSON & GRIST, Mortgagee's Solicitors, or to MESSRS. LAMMERT BROS., The Auctioneers.

CHINA AUCTION ROOMS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

Of the Valuable Leasehold Properties situated at Victoria, Hongkong, and known as Nos. 62A, 64, 66 and 68 Queen's Road Central and Nos. 19 and 21 Stanley Street, Victoria, Hongkong, erected upon Inland Lot No. 7. Area 10,910 square feet. Annual Crown Rent \$100.00.

To Be Sold in One Lot by

Public Auction on THURSDAY, the 18th day of April, 1929, at 3 o'clock p.m.

by Mr. E. V. M. R. de Sousa at the China Auction Rooms, 2A, D'Aguilar Street, Victoria, Hongkong.

For further Particulars and Conditions of Sale.

Apply to:—Messrs. Johnson, Stokes & Mastor, Solicitors for the Vendors or to

Mr. E. V. M. R. de Sousa The Auctioneer, Hongkong, 28th March, 1929.

KWONG HANG & CO.

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HOUSE COAL.

Peak at \$23.00 per ton.

Upper Level \$22.00 "

Middle Level \$21.00 "

Central Office \$20.00 "

Kowloon \$17.00 "

The above prices include delivery charges to destination.

SCHOOL SPORTS.

ST. PAUL'S COLLEGE HOLD ANNUAL MEETING.

The annual sports meeting of St. Paul's College was held on the Chinese Athletic Association Football ground at Caroline Hill yesterday, there being a large number of old and present boys together with their parents and friends.

Some fine contests were seen and two records were broken, one in the quarter mile and the other in the 220 yards event. The quarter mile race was won by Chan King-cho, who covered the distance in 53 seconds and the 220 yards race was won by Cheung Koon-sang in 23 2/5 seconds—both meritorious feats.

After all the races were over, the Rev. A. D. Stewart, M.A., the headmaster of the school in making Mrs. Ng Tang-fong to distribute the prizes, dwelt on the services rendered by her husband to the school. He recalled that when the school needed new premises the late Dr. Ng donated \$5,000 towards the cost of building, and again when a scheme was on foot to build a school hostel, Dr. Ng was not approached in vain for he generously subscribed another \$10,000. The full results are as follows:

Senior Long Jump.—1, Cheung Koon-sang; 2, Chan Yue-tin; 3, Chan Kuei-cho. Distance 10 ft.

Junior 100 yds.—1, Lee Yue-fong; 2, Chan Tak-sing; 3, Ko Ping-choi. Time, 12 2/5 secs.

Senior 100 yds.—1, Chan Kuei-cho; 2, Cheung Koon-sang; 3, Chan Yue-tin. Time, 11 secs.

Small Boys 100 yds.—1, Leung Kan-hoi; 2, Chiu Su-kun; 3, Chiu Ping-cheung.

Inter-Class Race.—1, Class 4B; 2, Class 2A; 3, Class 1.

Junior High Jump.—1, Ching Si-nam; 2, Tan Yung-tang; 3, Chan Tak-sing. Height, 4 ft. 3 in.

Senior High Jump.—1, Chan Kin-chuen; 2, Chiu Ping-cheung; 3, Chan Yue-tin. Height, 5 ft.

Small Boys High Jump.—1, Chiu Ping-cheung; 2, Chiu Su-kun; 3, Lam Kam-dok. Height, 3 ft. 10 1/2 in.

Senior 440 yds.—1, Chan King-cho; 2, Chan Yue-tin; 3, Cheung Koon-sang. Time, 53 secs. (Record).

Junior 440 yds.—1, Ching Si-nam; 2, Ko Ping-choi; 3, Chan Tak-sing. Time, 53 2/5 secs.

Small Boys 440 yds.—1, Leung Kan-hoi; 2, Chiu Ping-cheung; 3, Chiu Su-kun.

1 mile Heat.—1, Cheung Siu-kwai; 2, To Hui-on; 3, Lee Su-fan.

Man Sang School Race.—1, Luk Hon-iti; 2, Chan Yau-sing; 3, Luk Yan-kwok.

Senior 220 yds.—1, Cheung Koon-sang; 2, Chan King-cho; 3, Chan Yue-tin. Time 23 2/5 secs. (Record).

Staff Race.—Mr. Wong; 2, Mr. Chui; 3, Mr. Chan.

Scout Race.—John Patrol.

Junior Hurdles Race.—1, Pau Yung-hung; 2, Ko Ping-choi. Time, 10 4/5 secs.

Senior Hurdles Race.—1, Chan King-cho; 2, Chan Yue-tin; 3, Kung Yan-mang. Time 17 1/5 secs.

St. Paul's Girls' School Race.—1, E team; 2, D team.

Challenge Relay Race.—Present Students.

Invitation Relay Race.—1, St. Joseph's College; 2, Queen's College; 3, Man Sang College.

Old Boys' Race.—1, Mr. Fung Kwok-wai; 2, Mr. Tang Yau-leung; 3, Mr. Han Sum-hee.

Senior 1/2 mile.—1, Cheung Siu-kwai; 2, Lee Su-fan; 3, Young Kam-cho. Time 2 min. 24 secs.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so indicated.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

It is hereby notified that on and after 1st January, 1929:—(a) the radio rate on messages to Macao will be 10 cents per word.

(b) the charges on messages to all Ship Stations, irrespective of Nationality, will be on the basis of a word rate, pure and simple, with no minimum charge.

Direct wireless communication has now been established between Hongkong and the Kiangsi Stations at Wuchow, Nanking and Luchow—the charge is \$0.20 per word. Messages will also be accepted for Kwai-Yang and Changsha by above routes—the charge being \$0.30 per word. No charge will be collected from the addressee for the delivery service.

Wedding cards for transmission by post to places outside the Colony must be securely packed in tin boxes.

It is hereby notified that on and after 15th March, the rates for radio telegrams from Hongkong to the undermentioned places in Kwangtung Province (except Canton) will be as follows:—

Kongmoon via Canton \$0.30 per word.
Kochow direct \$0.20 per word.
Toy Shan
Pakhoi, Swatow
Hohow, Samnai and Chungshan

In both cases the addressee will be required to pay an additional charge due to the Receiving Station of \$0.20 per word; this charge also applies to radiotelegrams received at Hongkong from Pakhoi, Swatow, Hohow, Samnai and Chungshan.

EASTER HOLIDAYS.

On Good Friday, the 29th March, the G.P.O. will be open from 8 a.m. to noon, Kowloon Branch Post Office from 8 a.m. to 11 a.m., and the other Branch Post Offices from 8 a.m. to 9 a.m.

On Saturday, the 30th March, the G.P.O. will be open from 8 a.m. to 10.30 a.m., Kowloon Branch Post Office from 8 a.m. to 10 a.m., and the other Branch Post Offices from 8 a.m. to 9 a.m.

On Easter Monday, the 1st April, the G.P.O. will be open from 8 a.m. to noon, Kowloon Branch Post Office from 8 a.m. to 11 a.m., and the other Branch Post Offices from 8 a.m. to 9 a.m.

There will be one collection from the pillar-boxes, and one delivery of ordinary correspondence each day as on Sundays, and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

INWARD MAILS.

From Per Due.
Japan Canada Maru March 30.
Shanghai and Swatow Nanchang March 30.
Straits Kamo Maru April 1.
Manila Pres. Grant April 1.
Japan Tacoma Maru April 1.
Shanghai Calchas April 2.
Straits Kidderpore April 2.
Japan Kanagawa Maru April 4.
Japan Shunko Maru April 4.
Japan Burma Maru April 5.
U.S.A., Honolulu, Japan and Shanghai Pres. Monroe April 6.
U.S.A., Honolulu, Japan and Shanghai Pres. Cleveland April 8.
Australia and Manila Changes April 9.

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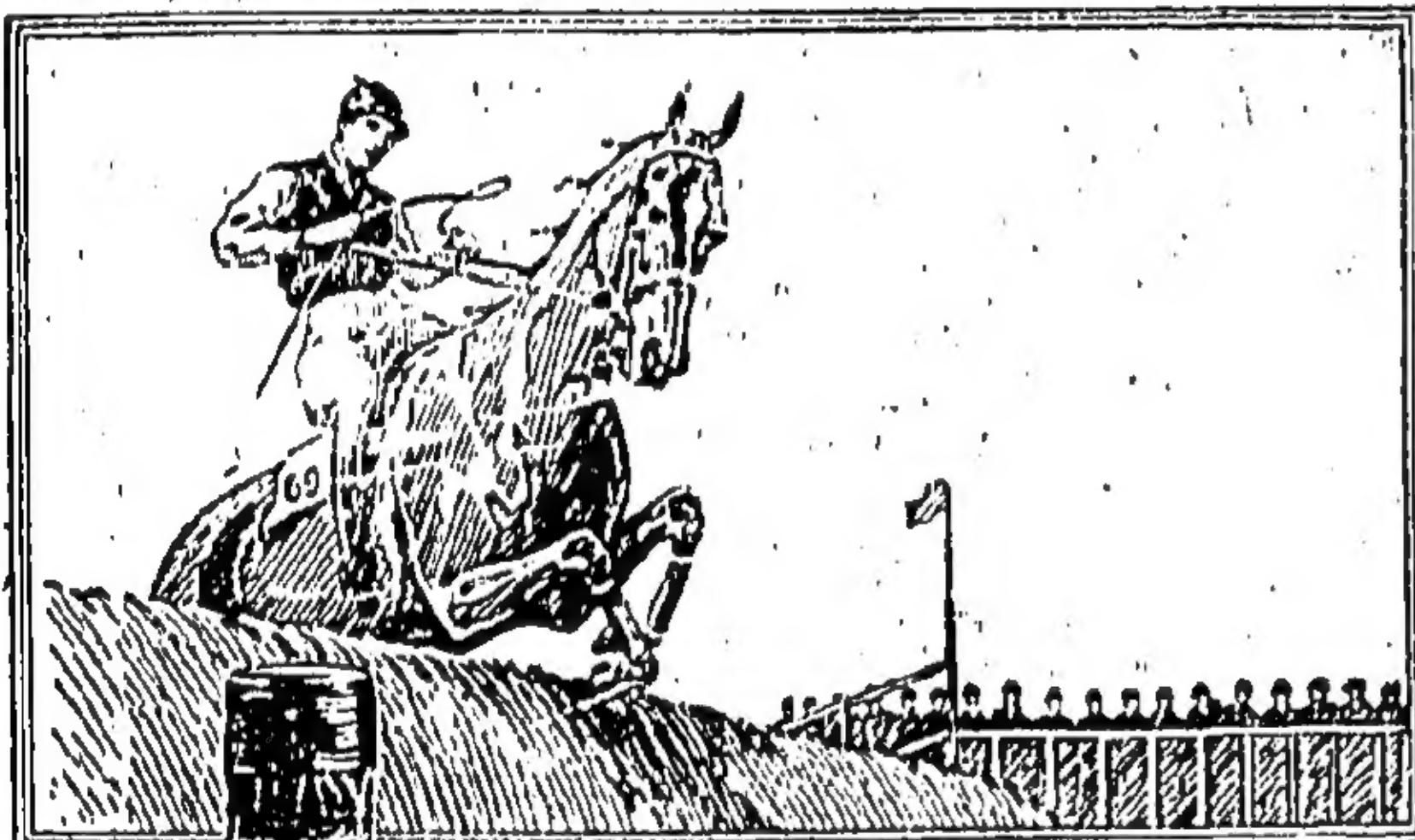
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**COMMUNICATIONS
FROM JURY.**

**K.C. AND CHIEF JUSTICE'S
ACTION.**

London, Feb. 18.
In the Court of Appeal yesterday Lord Justices Scrutton, Greer, and Sankey continued the hearing of the appeals of William Cooper Hobbs from the judgments entered by the Lord Chief Justice in the libel actions brought by him against the proprietors of the *Liverpool Evening Express* and the *Nottingham Journal*.

The jury stopped the first case and awarded one farthing damages to Mr. Hobbs. In the second, judgment was entered for the defendants, as Mr. Hobbs did not go on with the case after the refusal of the Lord Chief Justice to postpone the hearing.

Mr. Hobbs claimed that after what had happened in the first case, it would have been impossible for him to receive a fair hearing of the second.

Mr. Birkett, K.C., for the respondents, stated that he had spent a good deal of the night in research as to the legal duty of a judge (in this case, the Lord Chief Justice) who received communications from the jury. There were no cases precisely like the present case. It was, he submitted, entirely within the discretion of the judge to say whether he would continue with the same jury.

Lord Justice Scrutton—Supposing that the jury sent a message to the judge asking for a direction in law, and the judge sent them a direction in law without telling the parties what he had done. That would be wrong, would it not?

Old Bailey Precedent.

Mr. Birkett—No. A case like that occurred at the Old Bailey in January. Mr. Justice Humphreys sent the jury a direction in law without telling the parties until after conviction and sentence.

Lord Justice Scrutton—I should doubt myself if he had power to give a direction in that way. Could he give part of his summing up without the counsel knowing anything about it? What is pressing me is that the Lord Chief Justice asked Sergeant Sullivan what he proposed to do without saying that he had received a communication from the jury.

Lord Justice Greer—Once when I was on circuit I had, before plaintiff's evidence was concluded, a message from the jury saying, "Must we listen to his nonsense any longer?" I had to answer in the affirmative. (Laughter.)

Mr. Birkett said that it might have been very embarrassing to Sergeant Sullivan to know that the jury did not want to hear another word of the case. The Judge treated the matter quite rightly. Sergeant Sullivan afterwards addressed the jury.

Lord Justice Scrutton—That matter was treated in the oddest way. It was treated as if he had not that right.

"Provocative Manner."

Mr. Birkett—My friend has the kindest of kind hearts, but he has a very provocative manner at times. (Laughter.) He rose, and in a manner which I cannot imitate, said that he insisted on addressing the jury, and then the Lord Chief Justice said that "insist" was a strange word to use. But that was because no one had ever denied the right.

Lord Justice Scrutton—That is odd. The Judge appears to doubt whether Sergeant Sullivan has the right to address the jury. He calls upon you to assist him, and you very properly say that you think that Sergeant Sullivan has the right. It is one of the traditions of the English Bar that counsel stand up to Judges who are wrong.

Mr. Birkett—I should be sorry to weaken that tradition. (Laughter.)

Lord Justice Greer said that the most important part of the case was that there was no direction to the jury, and the jury might have mistaken the very vigorous questions put in cross-examination as if they were evidence.

Mr. Birkett submitted that even if there had been such a possibility it would have been removed by the speech of Sergeant Sullivan.

Difficult Point of Law.

Later Mr. Birkett remarked—Possibly my heat in this case is due to the fact that I never got a chance in the Court below. (Laughter.)

Lord Justice Scrutton—In the Court below you put questions which were quite as powerful as an address.

Mr. Birkett—it did not quite happen to be an address. (Laughter and applause from the rear of the Court.) Somebody told me the other day that I was using language unsuited to the Court of Appeals. I don't know that there is one language for one place and another for another.

Lord Justice Greer—It is a

**MR. MACDONALD AND
MR. CHURCHILL.**

**"SOUNDTEST ASSET OF THE
LABOUR PARTY."**

Mr. Ramsay MacDonald, speaking at Bolton declared that recent bye-elections had produced a clear Labour majority.

"And it seems to me," he said, "that the Tories are losing their nerve owing to these things. Mr. Churchill apparently cannot yet make up his mind as to the part he is to play in the General Election."

A Voice: Outside-left. (Laughter.)

"Mr. Churchill," Mr. MacDonald proceeded, "started, a few days ago as if he were ambitious to become a general scarecrow. He was not very happy because we are told that he was more attractive to us than he was to his own side. Nobody did more to produce the South Battersea bye-election result than did Mr. Churchill in his closing speech on behalf of the Unionist candidate."

"I hope that at the coming election Mr. Churchill will not be taken off the Tory bill because I regard him as one of the safest, soundest assets that the Labour Party could have." (Laughter and cheers.)

Mr. MacDonald made a reference to the "docile Tory majority" which the Government had had for four years, and said, "this bleating and browning flock" had recently revolted. (Laughter.) The great Tory charge against Labour had been that they always yielded to the pressure of the back benchers, but they had just had an exhibition of the crumpling up of the Tory Government by their own back benchers.

"Hypocrite" as Epithet.

When Mr. MacDonald indicated that he would not continue to speak much longer there were loud cries of "Go on." "I hope that you will remember," he replied, "that I am on my last legs, and that my friends are seriously considering arrangements for my funeral and my successor."

The position of the Labour Party on the betting tax had always been perfectly clear. They fought it at all its stages.

"The Sporting League," he proceeded, "used to be in the pockets of the Tories, and at that time we were told what very decent citizens they were. But the Sporting League have come to support us, and Sir Thomas Inskip, a lawyer of all men, has called me a hypocrite because I am consistent. I have used language about betting and gambling and about the betting tax."

"I withdraw nothing that I have said, but Sir Thomas calls me a hypocrite. If you had a good crop of this sort of hypocrite in the House of Commons it would be all to your advantage." (Cheers.)

Mr. MacDonald contrasted Sir Thomas Inskip's attitude on the Prayer Book with his attitude towards betting, and added, "I will stand before any jury in this country if Sir Thomas will have the courage to stand opposite me, and I will ask that jury whether it is to him or to me that the epithet ought to be applied." (Cheers.)

freshing.

Lord Justice Scrutton—But when you say that the image passes through my mind that you represent a person who has told fourteen lies, and you are trying to get out by saying "There is something else which I did not say which is true." (Laughter.)

Lord Justice Scrutton subsequently intimated in the course of the argument that the points of law raised in the appeals were difficult, and that the Court intended to reserve judgment at the conclusion of the hearing. Meantime, it occurred to him that if the first case were not properly tried and the papers announced that the documents in it had been sent to the Public Prosecutor, then the second case ought to have stood over.

The hearing was again adjourned.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—down, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, irritability, loss of energy for all the ordinary activities of life. Now, weakness is absolutely essential to all health, and is immediately restored by the use of the NEW FRENCH REMEDY.

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and a new sensation imparted in place of what had so long been worn-out, and dry, and painful. This wonderful medicine is suitable for all ages, conditions and climates, in either sex; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this powerful remedy, which is destined to restore to health everything that had succumbed to it for the sake of a few moments' ease. It is a remedy of the highest order, and is sold by all chemists, or direct from the manufacturer, The French Remedy Co., Ltd., 11, W. 1, London.

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- 1338 (La Capinera (The Wren) (J. Benedict)
- (La Paloma (The Dove) (Yradier)
- 1335 (Home Sweet Home (Payne-Bishop)
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- (Zemire of Azor-La Fauvelle (The Warbler) (Gret-y)
- 8089 (Traviata-Imponete (Verdi) (with Giuseppe De Luca)
- (Traviata-Dile alla Giovine (Verdi) (with De Luca)
- 10012 (Lucia-Sextette (Donizetti) with Homer-Gigli-De Luca-Pinza & Bada
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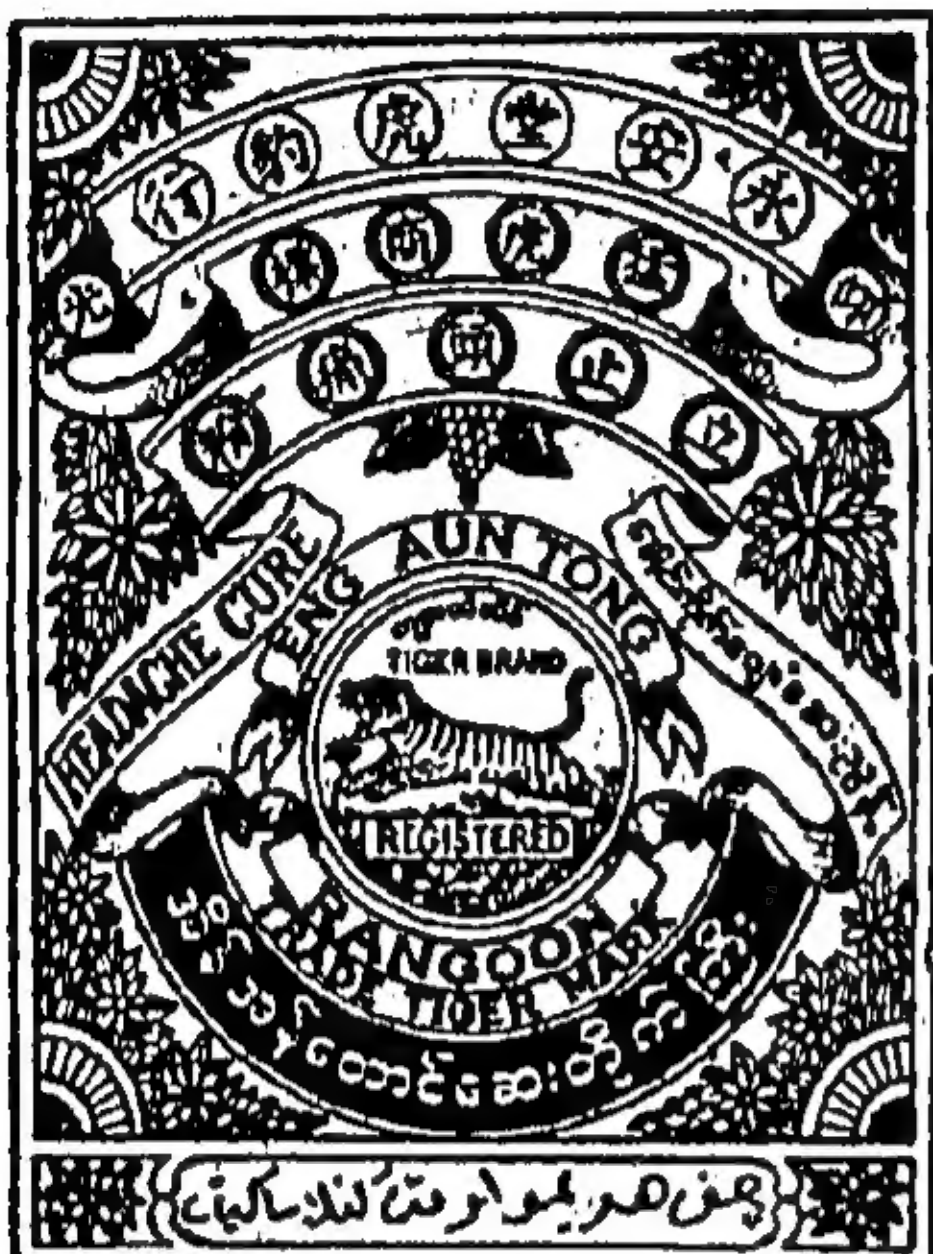


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Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles as of an old man, and you return home, trying to exact "A POUND OF FLESH" from your homely wife, and lovable hibern. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—**FOR EVER**.

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BRITISH AIRCRAFT INDUSTRY.

STRIDES MADE IN MANUFACTURE.

The Prince of Wales has consented to open the International Aero Exhibition, at Olympia in July. This Exhibition promises to be the outstanding commercial air event of the year.

It will initiate a far more vigorous and comprehensive policy for capturing for British aviation goods, a larger proportion of the world's air markets, and for drawing the attention of foreign buyers to the special merits of our machines.

It is understood that a special effort is to be made to emphasize the superlative quality of British aircraft and aero engines, and to point out the advantages which this high quality confers. The Air Ministry is to assist in this effort by an elaborate exhibit showing the stringent inspection which every British aircraft must undergo in order to gain its airworthiness certificate.

The regulations governing the issue of this certificate prescribe load factors often higher than those demanded abroad. It is thought important that this fact should be more generally realised because it will not only contribute to a greater confidence in British machines but will also serve as an explanation of their often high prices.

British Patents.

The special constructional system used by Boulton and Paul, Ltd., which enables metal parts to be turned out quickly yet with great accuracy; the Armstrong Whitworth steel aeroplanes, in the fuselage of which there is not a single welded joint; and the Gloster metal wings which are used on large numbers of R. A. F. aircraft, will be some of the features in design and construction on exhibition which will show to the general public the enormous strides in the use of metals in wing and fuselage construction that have been made since the last aero exhibition in 1920.

Special British inventions will be on view, among which the outstanding will probably be the Handley Page automatic slot and the recent development of it which is known as the "controlled slot" or "interceptor." The automatic wing slot, in the opinion of many experts, has done more to increase the safety of aviation than any other single invention.

Among the Service aircraft will be single-seater fighters capable of lifting more than a ton of bombs as well as their full military equipment.

"SUPER MAN" SENT TO PRISON.

UNION OFFICIALS FRAUDS ON FELLOW WORKERS.

"It is a heartless and disgusting fraud on your fellow workers" remarked Mr. Hay Halkett at Marylebone recently when he passed sentence of four months' imprisonment in the second division on Edwin Stanley Smith, aged 38, an omnibus conductor and chairman of the Busmen's Central Committee of the Transport and General Workers' Union, of King's road, Camden Town, for embezzling moneys belonging to the Chalk Farm Garage Loan Club.

It was stated that the defalcations amounted to £598 15s.

Detective Short said that Smith had been a conductor for ten years. He represented 6,000 or 7,000 men on the L.G.O.C. disciplinary board.

Mr. Hay Halkett said it was an extraordinary thing that working men, who were so careful in many respects, should allow themselves to be defrauded systematically by the officials of these societies. No lesson seemed to teach them.

Detective Short said that just before the share-out in 1926 Smith told the members that he had had £100 stolen, and they collected about £70 for him. Smith was regarded by his members as a sort of superman and was to have got a position on the executive of his Union at £8 a week.

Mr. Barnet defending said he was instructed that Smith borrowed £100 to make up the £100 of which he was robbed, but he got into arrears with his repayments and started borrowing from other people. He became hopelessly involved and then began to bet—with the usual consequences.

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"A personal reflection, I assure you, Mr. Nugget."

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AUTOMATIC PHONES.

HONGKONG PLANT NOW
BEING INSTALLED.

Preparations for the transfer of the present telephone undertaking to the automatic system have already been commenced and at the present rate of progress it is hoped to have the new phones operating at the beginning of next year. Already new instruments have been substituted in several local offices, although they are not yet being used on the automatic system.

The work that is now being done was shown and lucidly explained to a Press representative, on Thursday by an official of the Company. On the top floor of the Exchange Building one large room, consisting of practically the entire floor, will be converted into the new exchange.

In the rear part of the premises is being constructed what is known as the cable terminating frame, on which the major portion of the more delicate work will be done. On this frame all the cables will converge and form what in the present system is the exchange board. There is sufficient space on the frame for 15,000 lines, but only 8,000 lines are likely to be needed immediately. These are brought into the building by 40 cables.

By January Next, Fuses and other precautionary devices for the protection of the frame against lightning have to be fitted to ensure perfect safety of the entire system. Various other installations necessary for the operation of the automatic plant will continue to arrive during the coming months and it is expected that, unless anything untoward occurs, Hongkong will be supplied with a complete automatic system by January, 1930.

As to the exact method of the system our representative was informed that the plant would be automatic throughout. Every subscriber after "dialling" his number would immediately receive a reply from the person called without the call being intercepted in any way by "Central."

Referring to systems in some countries where the phones are called "automatic" but which are merely automatic to the Company's exchange, our informant said that these were most unsatisfactory. In these places, it was pointed out, only half of the system was automatic, while the remaining portion was worked on the old system, thus necessitating all calls going through to the central exchange board before subscribers could be connected by operators to the number required.

To be Educated.

A very comprehensive explanation of the working of the automatic phone was given by the official, but it was pointed out that up to the present the public had not been given any instructions regarding the use of the instruments as such instructions would lead to possible confusion in the manipulation of the present system. When the new system is ready, instructions will be issued and demonstrations will be arranged by the company.

In showing our representative over the new exchange room the present system was also explained. It was seen at a glance that the work of an operator was no sinecure, the attendant having to be constantly "plugging" in and attending to calls. Each operator normally is given charge of a switch board containing 100 subscribers, and it was stated that each subscriber made an average of two calls every hour, thus giving each operator about 200 calls to attend to in that time.

There was also a certain amount of delay by subscribers making complaints to the operators, who were thus handicapped in attending to other subscribers. Complaints it was stated should always be made to the clerk in charge. It was stated that in the automatic system there would be a minimum of delay, calls requiring only a matter of one second to go through.

WOMAN'S WORLD

FOR OUR LADY READERS.

Beauty Never Wasted.

SURROUND CHILD WITH IT IN THE HOME.

I was showing my small son's room to a friend, who said, "Charming, my dear; but don't you think it is rather wasted on a child?" I disagreed. Beauty is never wasted on any child. My son's room has always been the most perfect in my house, because I know he will set his standards from the furniture, the pictures, and the books which I place therein. He is passing through an impressionable age; it is my desire to make the impressions good ones.

When a Picture Became a Torment I am very particular about his pictures. I myself have him in bed reviewing a picture, and I well know how it imprints itself on one's mentality. In a friend's spare room I was once tortured by a picture of a lady in an incongruous costume feeding swans. I can never now see a swan without recalling it.

Good Art—or Bad?

My friends tell me a child cannot possibly differentiate between good and bad art. I maintain that if I surround my boy with pictures of "Her Sailor Son" and "The Soldier's Home-coming" I cannot expect him to see true beauty in Rembrandt and Velasquez. If I put cheap literature in his hands, how can he ever learn to appreciate Dickens and Hardy? How may he love proper colour schemes if I allow his room to be a patchwork affair?

"They Won't Mind."

The average mother would not think of filling her child's body with inferior milk; yet readily enough she will fill his mentality with an inferior outlook. That which we couldn't very well have anywhere else is consigned to the children's room. "They won't mind; they don't notice."

Those Pink Curtains.

In my youth my window was veiled by the most hideous rhubarb pink curtains. I attribute my inherent dislike of pink to those



Grey-blue tweed with flecks of orange is used for the skirt of this practical morning ensemble, and heavy crepe de chine in the same grey-blue shade for the bodice. The latter is trimmed with narrow tweed bands.

Fashion Plaque.



Smartly flat is this bag of black suede, with modernistic appliques of calf and a gold metal frame.

dreadful curtains. It would have been worse if I had considered them lovely and had adorned my own house with ones of a similar pattern.

Nothing beautiful is ever wasted on the waking mind; nothing lovely is ever lost on the dawning intelligence.—S. In Exchange.

Real Rest.

HOW TO SLEEP IN COMFORT.

I sleep so restfully nowadays writes a correspondent to the *Evening Standard*, that I should like to explain how it is done. To begin with, I did not consider the cost when I purchased a good hair mattress to lay upon a box-bed with first-quality spiral springs. I had discarded other spring-beds, for they tortured me by squeaking and groaning whenever I moved or turned, and this banished any thoughts of sleep.

I have lots of room to extend myself thoroughly in a bed three feet wide and six feet six inches long.

Linon sheets were bought to fit this size, and I do emphasize the word linon, for, though the initial cost may be more, linon sheets last longer than cotton ones. Also their comfort is unbounded.

The Magic of Linon.

There is a real magic power in a linon sheet. Its flaxen threads are wonderfully cool and smooth and soothing. To go to sleep between sheets of linon is absolute luxury.

On cold nights a gentle warmth may be given to them by contact for a short time with a hot bottle. My head I rest on two large square French pillows of down, of course covered by linon. Their generous squareness seems somehow to support my shoulders cosily.

Over my sheets I have two or three fleecy but very light blankets, and in winter I add a light down quilt, saten covered, for I find that silk or satin covers have a habit of slipping to the floor in the night.

Fresh Air at Night.

I place my divan bed in the middle of my sleeping-room, so that I may feel plenty of night air coming round me from the window.

I have my bed made specially carefully so that it may be smooth and fair and straight, with just the right weight of blanket for

Colour Subtleties.

Subtlety! this is the law to-day for schemes of colour for interior decoration. Upon the first appearance of the new ideas in art, colours for this purpose were all of the brightest—magentas, blues, golds, greens. It was all very natural—partly the influence of Russian ballet, and largely the swing of the pendulum from the dull and depressing shades in vogue twenty years ago.

And many people still think that to be modern they must fill their houses with crudities. They need, however, no longer fight shy of the furnishing fabrics, rugs, &c., of the day, for they are artistic and subtle in the extreme. A scheme must shade from a neutral tint through many nuances to the suitable and chosen bright note—often helped, it is true, by a touch of contrast. And it is surprising how many nuances of colour which make a most harmonious whole can be counted in, say, a single rug.

There are many subtle shades round which a scheme can be woven—copper, beech, walnut grey with jade or emerald green; Etruscan vase colourings, &c.—K.M.W. In Exchange.

my shoulders. A carelessly made bed can be a nightingale penance.

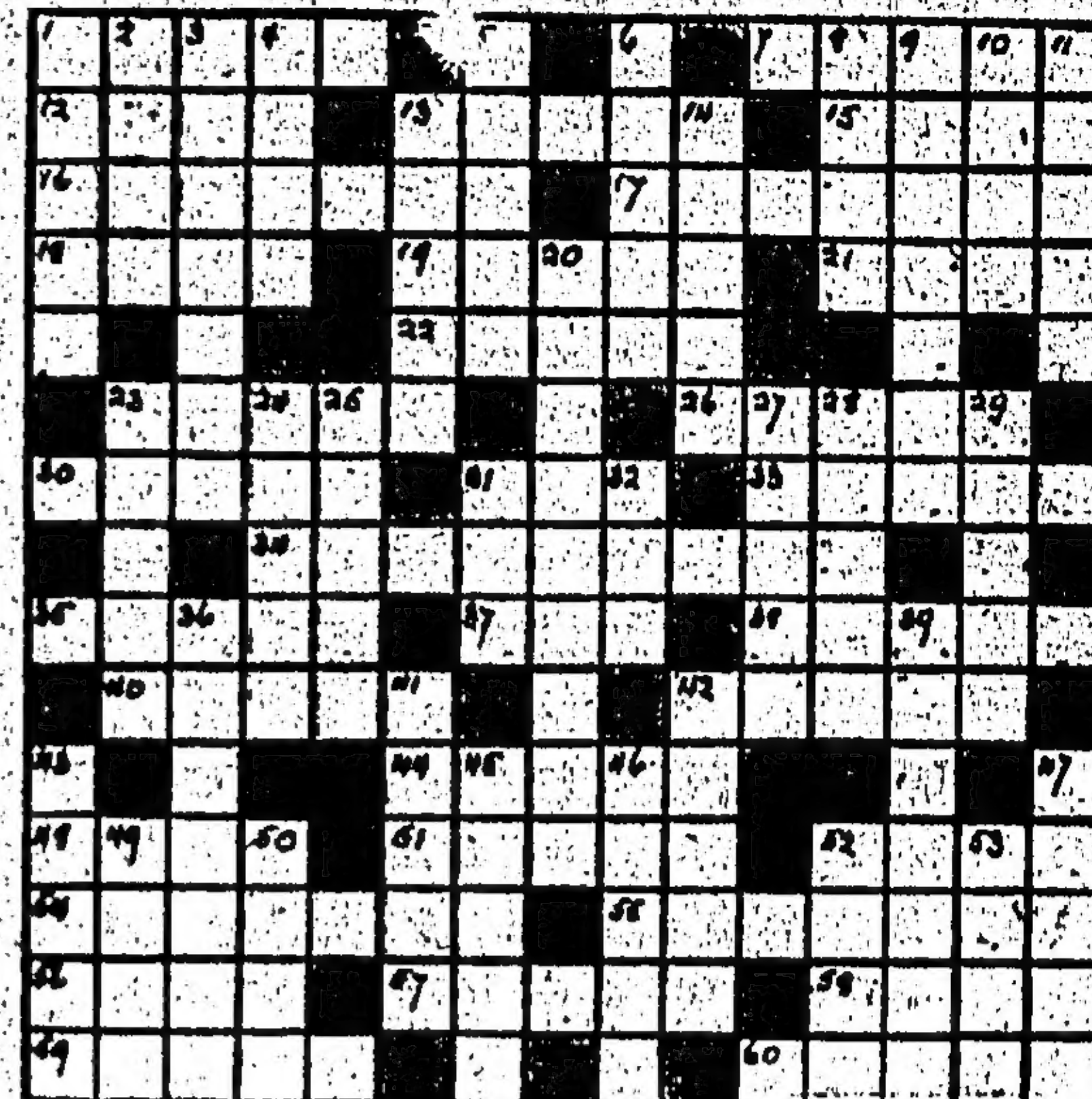
If I wish for just a couch in the daytime, I throw over a big coloured cover, and my two pillows are thrust into covers of the same material to make cushions.

In my bed I tuck a little pillow of down. This I put to my back. It is the finishing touch to my peace, before I lose consciousness in sleep.



Navy blue crepe makes an excellent "little frock," trimmed with tri-colour crepe de chine which forms the novel fichu collar tied loosely in front. Vest of white georgette.

OUR NEW BRITISH CROSSWORDS.



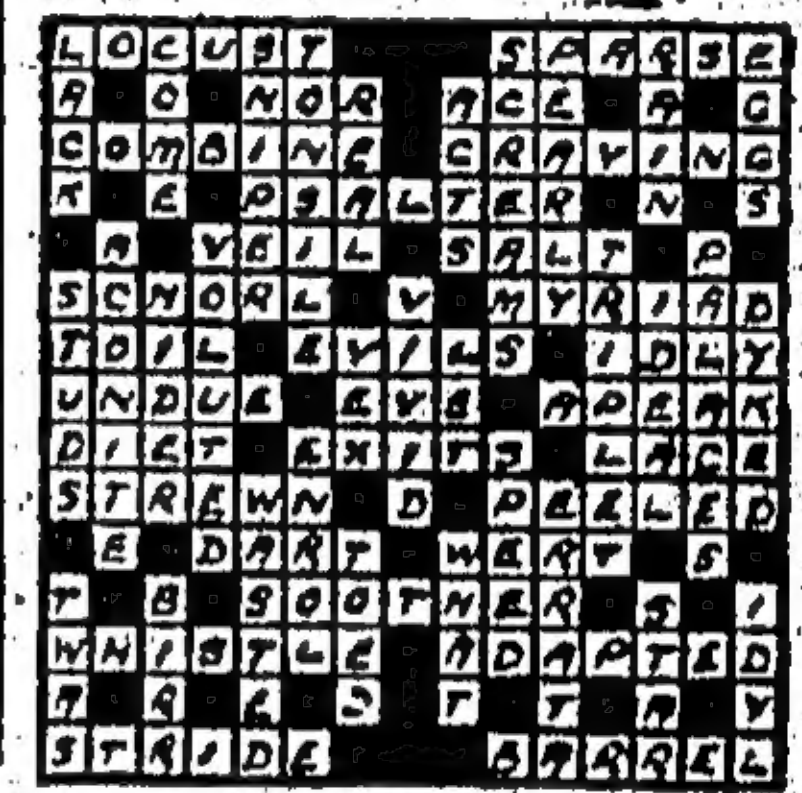
Across

- 1 Joyful.
- 7 Allied to butterflies.
- 12 Measure of area.
- 13 Spiritless.
- 15 Let fall in drops.
- 16 Fleeced.
- 17 Professional fighter.
- 18 Hide.
- 19 Repulse.
- 21 Washing substance.
- 22 Look fixedly.
- 23 Proverb.
- 24 Skin-flint.
- 26 In that place.
- 31 Spigot.
- 33 Inst.
- 34 Pertaining to medicine.
- 35 Contests of speed.
- 37 Pronoun.
- 38 Prophecy.
- 40 Pops.
- 42 Irritable.
- 43 Bishop's hat.
- 44 Entertainer.
- 51 Visionary.
- 52 Verice.
- 54 Lovable.
- 55 Flood-gates.
- 56 Colour.
- 57 Makes comfortable.
- 58 Hair of horse's neck.
- 59 Metal.
- 60 Dissolves.

Down

- 1 Metal hooks.
- 2 Lingering pain.
- 3 Introductory performance.
- 4 Fuel.
- 5 Youngest son.
- 6 More sagacious.
- 8 Difference in favour.
- 9 Stanzas of eight lines.

Thursday's Solution.



"DON'T MARRY."

BEAUTIFUL SCENERY IN ROMANTIC FILM.

Beautiful out-door scenery is a noticeable feature of a splendid romantic comedy, "Don't Marry," which will be the chief attraction on Tuesday and Wednesday next at the Queen's Theatre.

The theme of the story, which is something new to the screen, revolves around Priscilla Bowen (Lois Moran), who although a very modern young girl sets out to win an old fashioned man, Henry Willoughby (Neil Hamilton), by posing as a demure and very prudish maid.

After winning Henry's heart, Priscilla has a twinge of conscience and decides she cannot marry him until he knows the truth. She poses as herself again, the cousin of the old fashioned girl, and Henry completely falls in love with the flapper.

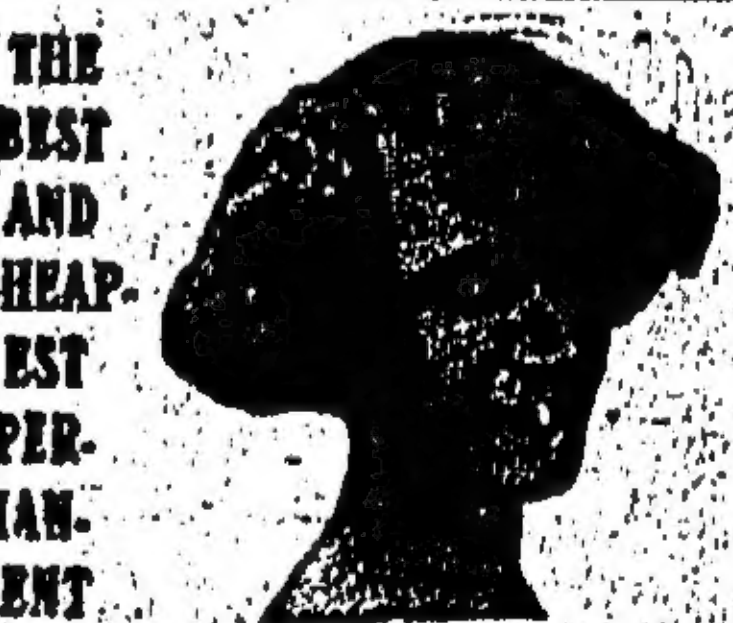
This hilarious situation is brought to a climax that is said to be extremely amusing while the action moves swiftly from fashionable mountain resorts to smart beach clubs in a labyrinth of beautiful scenery and girls.



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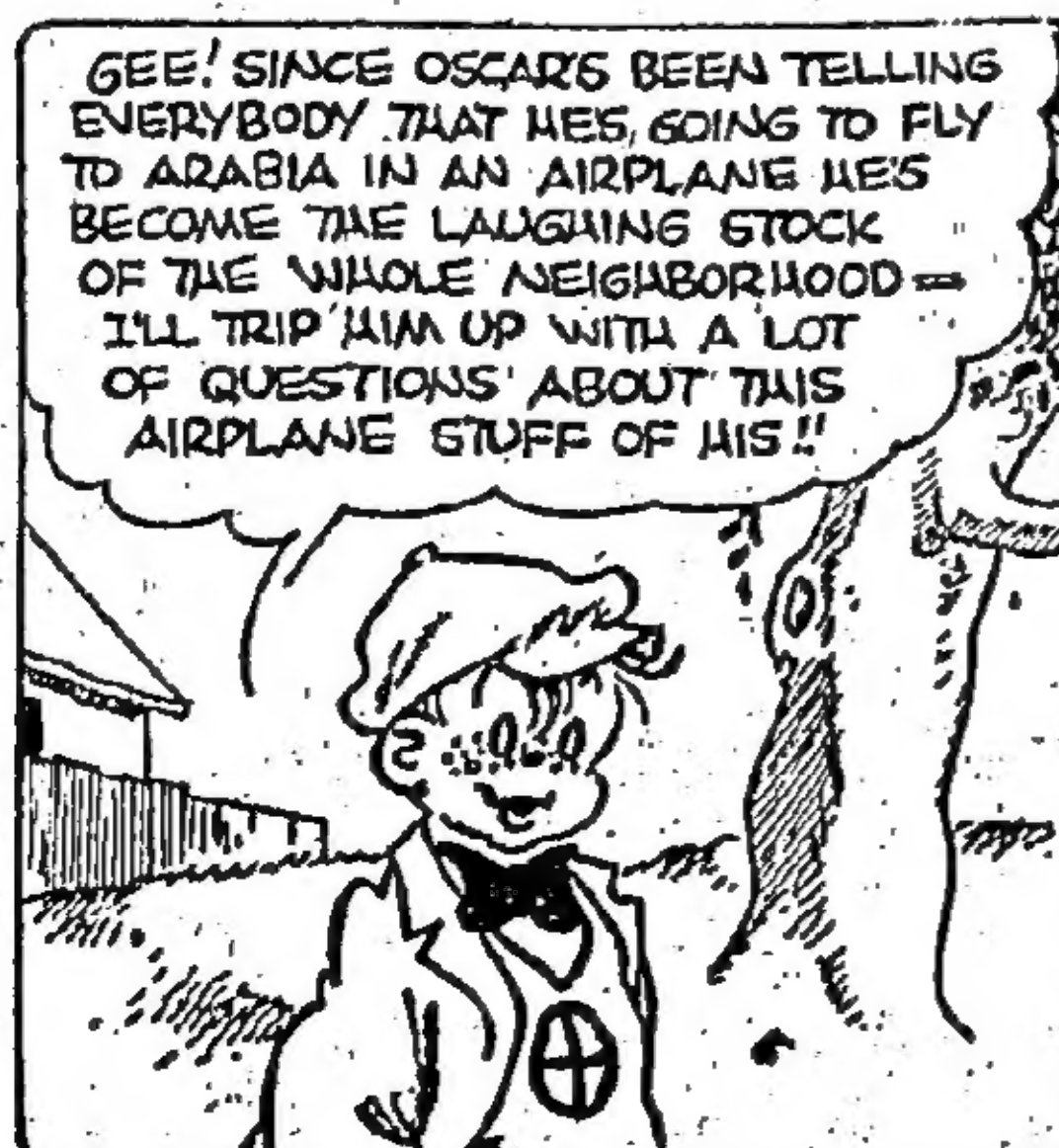


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The Hongkong Telegraph.

SATURDAY MARCH 30, 1929.

AN EXTRADITION ISSUE

Points of very considerable international importance were brought forward this week when the Hongkong Full Court granted a writ of *habeas corpus* in the case of Chan Hong-chuen, whose extradition was sought by the French authorities of Indo-China for an alleged offence against the bankruptcy laws. This meant the man's discharge after he had been committed by the magistrate. We do not at the moment intend to deal with several of the submissions made on behalf of the applicant so far as the procedure following the Governor's order is concerned, although they are such as will have to be taken note of in future extradition cases. Our regret is that the points of law on the question of jurisdiction were not dealt with in the judgment, for it is eminently desirable that these should be cleared up. However, the Court did not find it necessary to go into these, finding sufficient justification on the evidence to warrant the granting of the writ.

One of the principal points raised on the applicant's behalf was that Tonkin, where the offence was alleged to have been committed, is not a French Colony or possession. Counsel for the applicant, in dealing with points arising from this submission, cited the special Extradition Treaty between Britain and the French Protectorate of Tunis as covering the case before the Court, arguing that this territory occupies a similar status vis-à-vis the protecting State and therefore Tonkin would only be entitled to similar consideration by the conclusion of an Extradition Treaty entirely separate from that operative as between Britain and France. Alternatively, he submitted that there is no provision in the existing Anglo-French Extradition Treaty for the extradition of fugitives from Hongkong to Indo-China, and, consequently, the magistrate was not justified in committing Chan Hong-chuen. These points are worthy of every consideration, especially in view of the fact that a somewhat similar submission was upheld by Sir Francis Piggott some years ago in refusing to surrender a fugitive wanted in Manila, on the ground that the Anglo-American Extradition Treaty did not extend to the Philippine Islands.

In the case under notice, although the decision was given on a relatively minor point, the juris-

dition issue really overshadowed all others, concerning as it did the relations between this Colony and Indo-China. Situated sufficiently close to be regarded as a near neighbour, Indo-China has in the past sent us more than one knotty problem to unravel, and for the sake of a clarification of the extradition law it is well that the position be clearly defined for the guidance of the law officers of the Crown. This is all the more essential in view of the possibility that fresh cases may arise in the future. In basing its decision purely on the facts, and not on the legal points at issue, the Full Court has given no indication of its views on the more important, if somewhat embarrassing, issue. It would, however, as we suggest, be to the mutual advantage of Hongkong and Indo-China if the position were no longer left in the doubt which now surrounds it.

Japan and China.

We suppose Dr. C. T. Wang is deserving of congratulation on his latest achievement, the settlement of the Tsinan Incident, though the terms are so eminently satisfactory to China that no small astonishment will be aroused, together with a suspicion that there is more in the settlement than meets the eye. Japan had agreed to evacuate Shantung within two months of the signature, in return for the appointment of a Sino-Japanese Commission to investigate the losses in the Nanking Incident. All questions of apologies, punishments and reparations have been dropped, and Japan is content, with China, to deplore the "extremely unfortunate" incidents at Tsinan in May of last year. Our difficulty is to square the terms with the facts of the present political situation, namely, Chiang Kai-shek's deep anxiety to secure Feng Yu-hsiang's support in the present war with Wuhan, and the Chang Chung-chang "rebellion." Feng's reward is obviously to be control of Shantung, for which he has been hankering for months, while with fighting going on in Shantung, it seems logical that Japan would, normally, feel the necessity of retaining troops for the defence of her nationals. On the one hand Japan was in the position to hold out for more favourable terms, using Feng's demands as a lever, and on the other there is the curious position of willingness to withdraw in the face of the most critical position for some time past. Chiang's urgency with which he explains the speed with which the negotiations were completed after Wang and Yoshiwara reopened their discussion; the whole process being completed within an hour or so. And this after weeks of deadlock on points which have been dropped entirely. Feng Yu-hsiang is obviously the cornerstone in the settlement, though exactly how he fits in with the big concessions of the Japanese plenipotentiary must be pure speculation. We imagine Japan views Feng's proposed march into Shantung with an approving eye.

21 YEARS AGO.

SOME EXTRACTS FROM THE "TELEGRAPH" FILES.

The following items are from the Hongkong Telegraph for the week ended March 30th, 1908:
The rate of the dollar on demand was 1s. 10. 11/16d.

Mr. James Gordon Bennett, proprietor of the New York Herald, arrived in Hongkong with a distinguished party aboard the yacht *Lysistrata*.

Major General Broadwood inspected the Hongkong Volunteer Corps, which was under the command of Major A. Chapman, V.D., the Commandant.

Mr. E. G. Barrett was appointed local manager of Messrs. Dodwell and Co., Ltd., during the absence of Mr. G. H. Medhurst.

Mr. N. C. M. Home was admitted a barrister at the Supreme Court.

The business of the late Mr. William Danby was acquired by Messrs. Leigh and Orange.

Mr. James Orange retired from his architect's practice in Hongkong and on the eve of his departure for Home was given a farewell reception by prominent Chinese. He had been nearly thirty years in the Colony.

The Hon. Dr. (later Sir) Kai Ho Kai was appointed to the Legislative Council for a further period of six years.

DAY BY DAY.

EVERY GREAT AND ORIGINAL WRITER, IN PROPORTION AS HE IS GREAT OR ORIGINAL, MUST HIMSELF CREATE THE TASTE BY WHICH HE IS TO BE RELISHED.—*Wardsworth.*

The Government is inviting tenders for the purchase of No. 3 police launch.

During the absence of Mr. T. F. Claxton, Mr. C. W. Jeffries is to act as Director of the Royal Observatory, and Mr. B. D. Evans as Chief Assistant to the Director.

It is notified for the information of owners and occupiers of tenements that rates for the second quarter of 1929 are payable in advance on or before the 30th April.

Janna Duclou, known as "The Queen of Mystery," will give a demonstration of mental telepathy at the Queen's Theatre during all performances from tomorrow to Wednesday.

Tenders are being invited for resumptions in connexion with the Shing Mun Valley scheme, providing for the formation of sites for Shing Mun villagers at Nam She Po, Wo Hop Shek and Ping Kong, together with contingent works.

According to a police report, a Filipino, named J. dos Caridors, described as the assistant manager of the Philippine Chinese Trading Company, is under arrest for the alleged larceny of \$80 belonging to the firm. The man was arrested on a warrant on Wednesday last.

Two lots of Crown land are to be sold at the P.W.D. offices on the 15th April. These are New Kowloon Inland Lot 1215 (area 7,869 square feet, upset price \$11,804) and Inland Lot 2853, situate at Wongneihong (about 3,000 square feet, upset price \$13,200).

The Governor proposes to make orders for the improving and widening of that portion of Barker Road between Stubbs Road and Victoria Hospital, also for the closing of that portion of Kanau Street, Kowloon, lying between Nathan Road and Gascolme Road. Any objections must reach the Colonial Secretary not later than April 26th.

SINO-PORTUGUESE TREATY.

OFFICIAL ADVICE OF ITS RATIFICATION.

The Consul-General for Portugal in Hongkong has received an official cable dated the 27th instant stating that the Treaty of Amity and Commerce between Portugal and China has been ratified.

The Treaty is, in consequence, now in full force.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

The following programme will be broadcast to-day from the Government Broadcasting Station, Z. B. W., on 350 metres.

1.48 p.m.—Weather Report.
5.30-6.30 p.m.—Programme of Chinese Music (Bela Records supplied through the courtesy of Messrs. the Canton Trading Association Ltd.)
7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme. (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co.)

"Miniature Musical Comedies No. 1" ("The Gipsy Girl") Raymond Newell, Emmie Joyce, Billy Leonard, Norman Williams and Chorus.

Dance Music.

8.30 p.m.—"Polly" (Zamcenik)

"Janetie, Waltz" Organ Solo Patman.

9 p.m.—

Dance Music.

"Diane" (Rapee & Pollack)

"Melody" (Shaw) Organ Solo Patman.

Dance Music.

9.45 p.m.—"My Hawaii" (You're Calling Me)

"O Solo Mio" (My Sun)

Hawaiian Guitar, Banjo and Ukulele Trio.

Dance Music.

10.10 p.m.—News Bulletin and Dance Music.

10.30 p.m.—Close Down.

THE LAW OF THE ESSAY.

Thoughts on the Art of Writing.

In some observations entitled "On Having Everything to Write About," recently, a writer reminded us of the innumerable subjects which throng about and importune the writer of the informal essay. Ostensibly the difficulty is choice of a particular topic to which he must devote himself for the time, while beset with all the others which press in and fairly distract with their alluring claims at the same moment. How simple if he were only some public official clothed with authority and empowered to say with courteous firmness, "One at a time, please, one at a time. Please don't crowd. Just have a little patience, and you will all get in!"

But after years of this very perplexity, having become resigned to the necessity of selecting "one at a time" among a thousand which insist upon immediate admission to the favoured circle, I have made a discovery which is so obvious that I am ashamed to confess my long-standing obtuseness. Neither I nor any other essayist is obliged to select at all. Unconsciously the schoolboy who wrote a theme with the title, "The World and What It Contains," fulfilled his privilege much more truly than his teacher may have supposed. Not that the more mature essayist is obliged to rove up and down, rambling over the earth and offering miscellanies within the limits of a single essay. He may be as microscopic and restricted as he pleases. Yet he may also avail himself of the telescope and report discoveries from a lofty observatory as he sweeps the horizon on all sides.

If you suspect me of genial exaggeration, just recall any number of impeccable examples. Here is Thoreau with his audacious promise in the title "Where I Live and What I Live For," a subject presumably demanding hardly less than a full-length biography and actually proving, on inspection, to expand in certain directions far beyond the limits of an ordinary biography. To a discursive description of the kinds of places he desires for his dwelling he adds an explanation of the reasons which control his choice, which becomes nothing less than his whole philosophy, a veritable condensation of several volumes of journals and of the thought of a dozen other books.

Then when he comes to record what he lives for—why put yourself in his place: is there any limit to the range of reflections almost inevitably suggested? Certainly not for Thoreau; "Time," he remarks, "is the stream I go fishing in," and he displays without apology the whole variety of his catch in this single essay. Even wider is the scope of subject in his "Walking." And why not? Is there anything that may not happen to one in the course of a single afternoon's ramble across country? Your particular hill quite naturally challenges comparison with all the hills and mountains of the world; the thought of all these suggests their associations in history, the people who have lived on and below them, the writers who have described them. And the descriptions and reflections of various authors lead to endless comment of your own.

Perhaps you may here interpose the reservation that Thoreau is an exception and a privileged character anyhow, to be allowed as wayward and devious a course as his own winding streams about Concord. And it is true that he wanders wherever he lists with larger freedom than most essayists. But he is not quite so exceptional as might appear.

Many of the greatest craftsmen of the essay, such as Hazlitt and Stevenson, have seized upon the ostensible unifying scheme of the stroll or journey to launch no end of observations, related or unrelated, just as you choose to regard them. What can, after all, be irrelevant to even an hour's ramble through fields and woods? One might as well, entitle the records "Exploring the Universe" and have done with it. Think of so high an authority as Cowper composing an elaborate poem in six books of several thousand lines with the dull prosy title "The Task." You recall how a friend half playfully challenged him to write a poem "on that sofa," and how, accepting the gage, he began with that apparently very unpromising subject and proceeded to unfold all the traditional beliefs and many of the new ideas of his time. (The mere fact that he chanced to use verse does not affect his essentially essay form).

These illustrations, however, all are extensive in compass and so permit ample breadth of view. You will quite naturally ask whether a more usual short essay can possibly display any such comparable diversity. If you will make the test of passing many examples familiar to you in review through typical volumes you will find two kinds: the one in which evident restriction prevails and the other (no less numerous, I believe) in which joyous freedom abounds. Is it Lamb's description of Christ's Hospital Five and Thirty Years Ago? Rather, an ostensibly casual though subtle survey of all manner of teachers and boy types, with many a glimpse into the nature of English vagaries. Is it Hazlitt's ostensibly "Going on a Journey? Rather (and here we recall Thoreau) does he suggest all kinds of motives for going or not going—anywhere you will—with notes on what he chanced to be reading at certain places and on his geographical preferences.

Or will you glance at those all too infrequent current survivals of the genuine informal essay? Here is one on Eyes which numbers references of the subject in painting, sculpture, prose and poetry, and sends our thoughts couraging up and down through the history of several arts. Here another essayist On the Roof, opening with a quotation, Upon this tall pagoda's peak My hand can nigh the stars enclose, which prepares the way in a vision of all the earth below but for a reminder "in all these migrations roofward" of the various peoples who have sought the high places of the world—"the archaic wisdom of Babylon, the current Indians upon their mesas, the Chinese on their terraces." Almost might the essayist in any age claim the proud distinction which Shakespeare seems to have reserved for the poet, whose eye Doth glance from heaven to earth, From earth to heaven.

Not only in subject does the essayist "ransack the ages, and spoil the climes" in a single essay, but he enjoys unique privileges in appropriating the various forms of literature for his own uses. As we have already seen, he often adopts the plan of narrative as he strikes out on some expedition. Or if he does not choose this method at least he will usually include some one or more illustrative incidents or anecdotes. All (Continued on Page 9.)

51 COMMON ERRORS IN BRIDGE AND HOW TO CORRECT THEM by W.W. Wentworth

22. KNOWING LAW OF TRUMP

ANALYTICS

North (Dummy)—
♠ 7 6 5
♥ 5 4 3
♦ 6 4 3
♣ K 4 2

West—
Leads ♠ 8

East—

South (Declarer)—
♠ Q 10 8
♥ A J 3
♦ A K 2
♣ Q 9 7 5 3

The Bidding:—South bids no-trump and all pass.

Deciding the Play:—West leads 6 of hearts. Declarer wins this trick with Jack of clubs and determines to establish his club suit. Declarer leads 2 of clubs, wins

trick with King of clubs and then leads 8 of clubs. If East covers with Jack of clubs or 10 of clubs should Declarer cover with Queen of clubs?

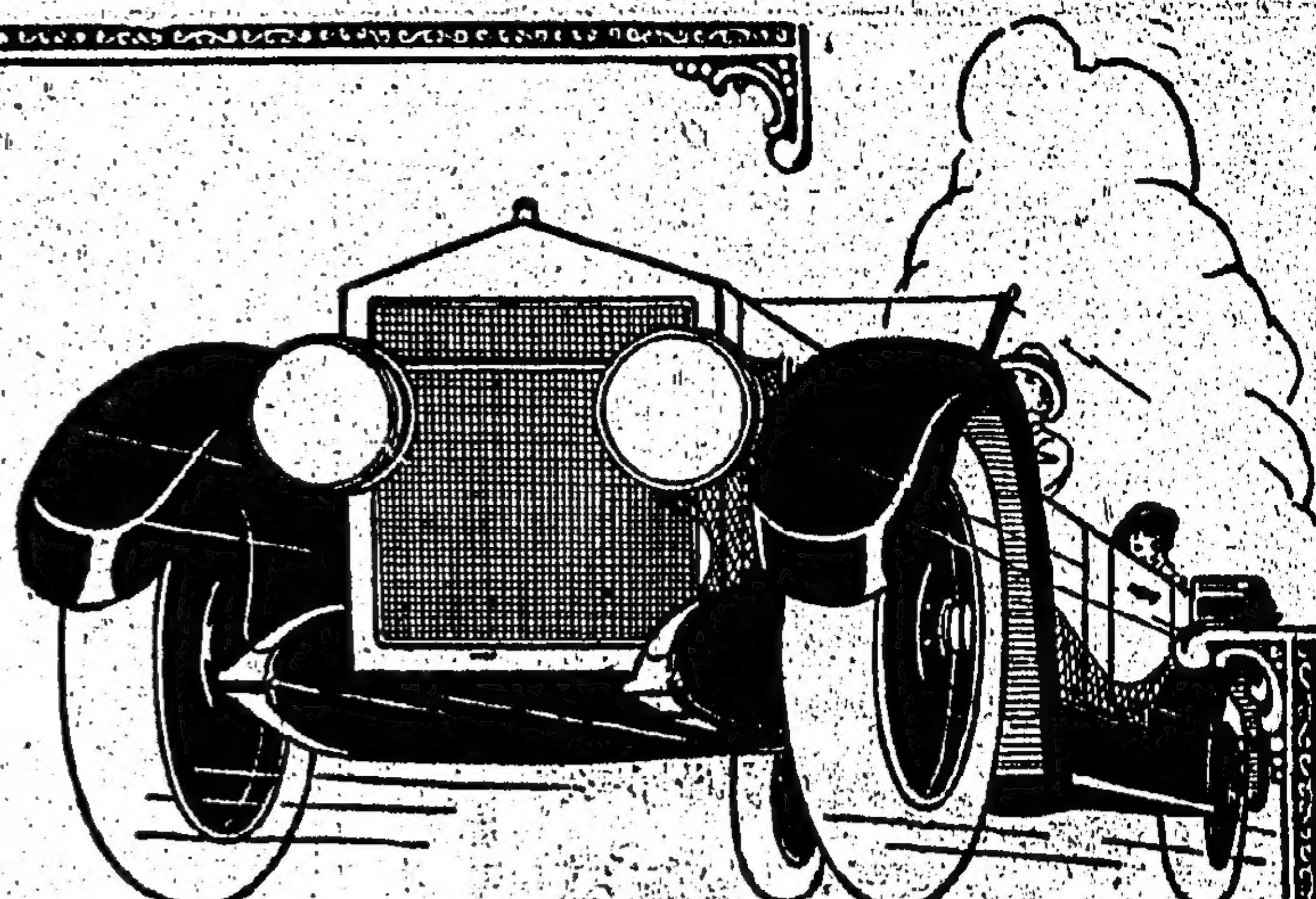
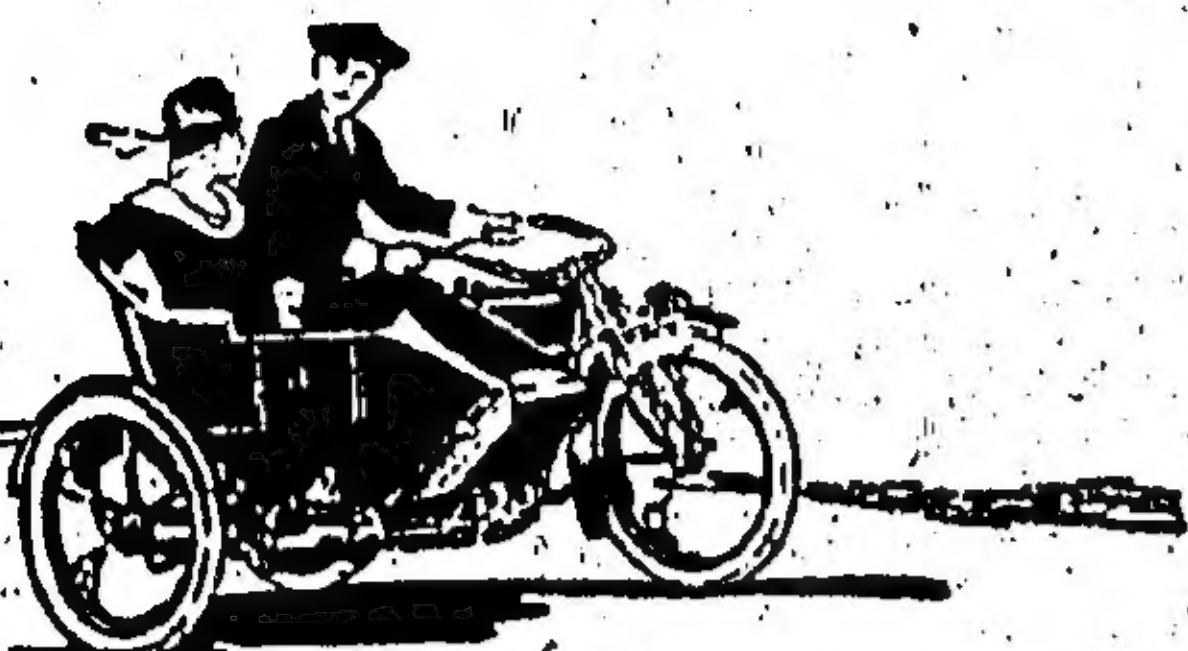
The Error:—Declarer covers Queen of clubs.

The Correct Method:—There are five clubs outstanding held by opponents. They are probably distributed three and two. Had East held Ace of clubs he would have taken the first trick. It is therefore held by West. There is nothing to be gained by covering with Queen of clubs as Ace of clubs will in all probability fall on the second club trick and the remaining clubs will be established, ensuring game.

The Principle:—In seeking to establish a suit proceed on the theory that the missing cards are normally distributed.

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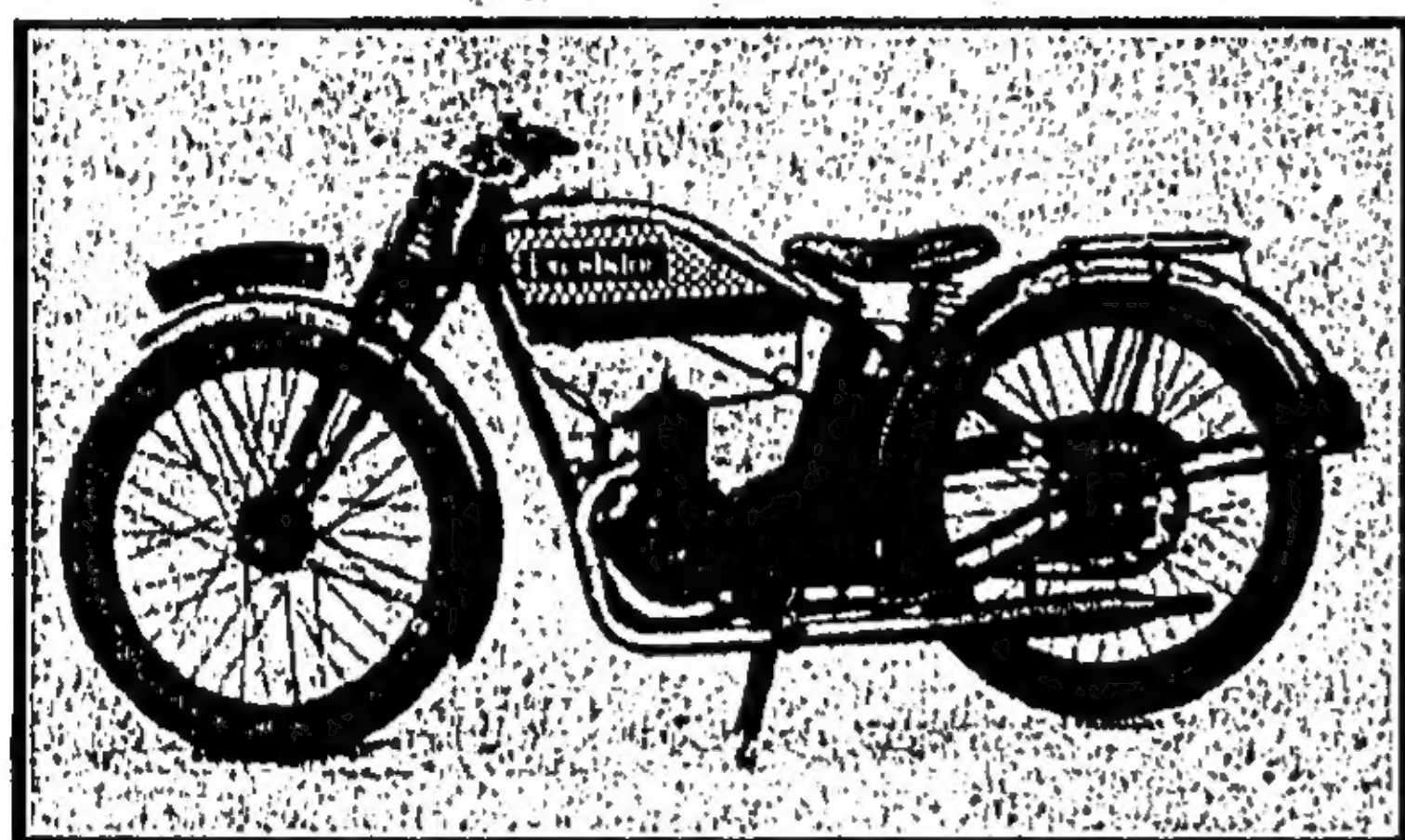


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THE "EXCELSIOR" LIGHTWEIGHT.



The "Excelsior" motor cycle, is a well-known British production, the above being one of the lightweight types. The Sincere Company, Ltd. has taken up the agency for this part of the world, and is now showing a range of models.



CURRENT COMMENT

White Lines.

During the week we noticed that permanent white lines are being laid at the Morrison Gap and Stubbs Road turning, and this method should be a great improvement on the painting system. What appear to be small white bricks are being let into the road surface, although at a first glance, they seem to be very much on the narrow side. At home, and in other parts of the world, white lines have been generally adopted, but it has been found advisable to increase the width in many districts owing to the narrow lines becoming obliterated by mud in bad weather. In view of this, it might be advisable locally to increase the width of the bricks which are being used. In any case, it is better for the lines to be too wide, than too narrow. Some cities at home have even adopted a special system which provides illumination of the lines by night, electric lamps being fitted in grooves under the road surface.

Summer Motoring.

Bathing parties will soon be in full swing, and this year has a special interest for members of the Hongkong Automobile Association in that dressing room accommodation will be provided in the vicinity of Castle Peak. It might be a good suggestion to celebrate the opening of the H.K.A.A. Bathing Pavilion by a water carnival. Many members have expressed appreciation of the scheme, and are looking forward to the privilege of using the Association's premises.

Motor Horns.

Manila is now considering the framing of special Regulations to deal with the horn-blowing nuisance, there having been many complaints from residents about the annoyance caused by "raucous" horn blowing. The proposed ordinance consists of four clauses as follows:
"Section 1. Every operator of a motor vehicle being driven in the city of Manila shall sound his horn when overtaking persons or vehicles approaching a highway intersection where the view is obstructed and at any other time necessary for the safety of the public."
"Section 2. No person other than the one actually operating, or having actual charge of a motor vehicle shall sound or blow the horn of the motor vehicle."
"Section 3. No person shall blow or sound the horn of any motor vehicle while the same is not in motion."
"Section 4. Any person violating any provision of this ordinance shall, upon conviction, be punished by a fine of not more than fifty pesos."

Blow When Necessary.

In his letter to the municipal authorities explaining why he has sponsored the proposed ordinance, the Chief of Police states that the objects are to compel neglectful drivers to sound their horns at intersections, and to prevent annoyance to citizens by the unnecessary blowing of horns.

The Coming Ideal.

Perhaps the outstanding innovation introduced at the Olympia Show last year was what is called a "self-changing gearbox." It is a form of transmission which changes gears automatically and requires merely an original shift of the handle on the part of the driver, to start the car going. This, most probably, will be the next step forward in automotive engineering. To-day it is only a novelty that is being offered as extra equipment, but the time will come, and that not very far off, when this self-changing gearbox or automatic transmission will be an integral part of every car, just as are four-wheel brakes to-day, and just as was the self-starter years ago.

Great Advance.

This device represents a great advance in motoring. Imagine anyone sitting in the driver's seat, moving a little lever at the wheel and doing nothing else to get the car started from low into second and into higher gear. Imagine him sailing smoothly up the Peak without fear of stalling or clashing gears, depending faithfully on a mechanism that automatically shifts back to a lower gear when the car approaches a certain speed.

Almost Uncanny.

It may seem almost uncanny, but it is a logical development in the science of motoring. The front compartment will have one less control to get in the way of occupants, and the driver will be relieved of his most troublesome duty. Thus driving will be easier for all of us, and traffic should go along much more smoothly than it does to-day, for the human factor will be greatly reduced in the operation of the car, and stalling will be less frequent.

Trams Scrapped.

The city of Gloucester (Eng.) has decided to scrap its tramway system and use motor buses instead.

To-day's Maxim.

The alternative to the motor horn is a golden trumpet.

Buses for Hongkong.

We understand that Guy Motors, Ltd., of Wolverhampton, have received a repeat order for 28-seater single deck buses for the Hongkong Tramways.

MOTORING LAWS.

Many Private Bills.

AA'S INTEREST.

A notable feature of the present session of Parliament is the large number of Private Bills introduced by Local Authorities and private concerns.

Over a hundred of these Bills, containing a wide variety of proposals materially affecting the interests of motor owners have been carefully considered by the Automobile Association.

Among the proposals which have been investigated are: (a) charges for parking on the public highway, (b) prohibition of vehicles taking in petrol whilst standing on the highway, (c) extra charges for water used in washing cars, (d) restrictions on the passing of stationary tram-cars, (e) no petrol pumps to be erected beside any country road without authority of County Council, (f) motorists required to construct paved crossings over footways at entrances to private garages, (g) railway level crossings, (h) ferry charges, (i) tolls on roads, (j) application of hackney carriage by-laws to motor vehicles plying from private premises, &c.

In conjunction with the Motor Legislation Committee every Bill has been scrutinised by the Automobile Association, and whilst in some cases negotiations with the promoters are in progress, in others arrangements have been made for the strongest opposition before the Parliamentary Committee to any proposals inimical to the interests of motorists.

HARDER METAL.

Nitro-steel's Possibilities.

FEWER BEARINGS
NEEDED.

Experiments made by British engineers with a new alloy known as nitrosteel, indicate that it may be responsible for big changes in the design of engines and components.

Features of this new metal is its hardness (it will scratch glass), and that it can be hardened on the surface without distortion. Engineers have found aluminium alloy connecting rods can be run direct on the crankpin of a nitro-steel crankshaft without the use of white metal liners, while the crankshaft can be run direct in an aluminium crankcase. This practice has been found to reduce friction by 10 per cent, and costs less.

Apparently, it forms an ideal bearing for aluminium alloys, and has been successfully tried to line cylinders in which aluminium pistons are used.

BALLADE OF IMPROBABILITIES.

Drivers who signal: "After you,"
Taking their places like well-trained kine
Each in the crawling traffic's queue;
Drivers who never break the line,
Never incur a curse or fine,
Meekly content to travel slow,
Happy that virtue is its own due—
When will this happen? Oh! I don't know.

Roads that never are pots of glue,
Calling for tyres with claws of steel;
Streets where crossings are far and few,
Pavements creaseless as crepe-de-chine
(Ah, but that would be TOO divine);
Concrete 'neath us wherever we go,
Years of life for each spinning pneu—
When will this happen? Oh! I don't know.
(Sydney Sun.)

ANOTHER SPEEDSTER.

Campbell's "Bluebird."

UNUSUAL FEATURES.

Captain Malcolm Campbell's famous Napier-Arrol-Aster racing car, "Bluebird," has a host of unusual features about it, as one would expect from a car built to set up a world's speed record. After Captain Campbell's efforts on Daytona Beach, Florida, the body was redesigned and constructed by the Arrol-Johnston & Aster Engineering Company, Ltd., who also made a number of alterations to the engine and transmission. An unusual feature is that the space between the rear wheels and the body is "decked" in so as to give good adhesion, made possible by wind-pressure on the decking. It also helps to prevent wheel spin and consequent loss of power. The radiator was brought to the conventional position instead of being at the rear as before. The new body was made slightly more stream-lined, but the relatively high position of the driver was left unchanged.

"THE GOLDEN ARROW."

Streamline Perfection.

SEGRAVE'S TRIBUTE.

In a letter of thanks to Messrs. Thrupp and Maberly, who built the body of his racing car, "The Golden Arrow," Major H. O. D. Segrave says that frankly both he and Captain Irving, the designer, were "simply staggered at the efficiency, skill and enthusiasm with which this job has been carried out."

"As a demonstration of panel beating," he continued, "I think that you will agree that it stands absolutely alone as an example of shaped aluminium, that has never been equalled in the history of the motor industry."

SPECULATORS BUSY.

Scramble for Shares.

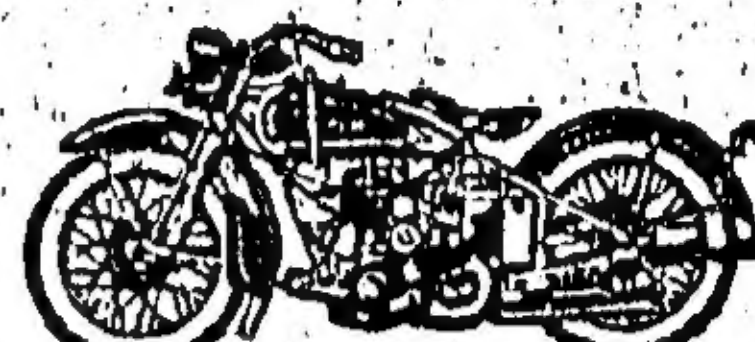
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First to provide for special summer and winter lubricating requirements. The Mobiloil Chart pioneered also in showing which cars should use lighter oil in winter. 1906.

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TRUCK TEST.

New Morris in Sydney.

TENACIOUS ON HILLS.

Some of the worst hills in Sydney's hilliest suburbs were chosen to demonstrate to the press the performing qualities of the new Morris 16/40 h.p. super ton truck.

Staged by Messrs. Morris (N.S.W.) Ltd., the display was convincing, for the truck revealed a disposition composed of tenacity, speed, flexibility and braking ability.

Improvements in chassis, springing, steering and a lowering of the loading line enabled the truck to handle a 25 cwt. load with ease. Power has been stepped up to R.A.C. rating of 15.9, and the motor develops 40 h.p. at its peak. Well-balanced Motor.

Tested first for flexibility the truck was throttled down to about three miles an hour and idled along comfortably at that speed, carrying three passengers and the driver, in addition to its load. Engine balance is obviously excellent, for the motor ticked over evenly and uncomplainingly.

Accelerating from this crawl, the Morris attained 89½ miles an

hour in 96 seconds. Intermediate times were: 3 to 35 m.p.h. in 50 seconds and 6 to 20 m.p.h. in 25 seconds.

Carrying 27 cwt., the truck climbed the 1-in-6 grade of Clarence-street, Coogee, in 50 seconds, an average speed of seven m.p.h. This hill has two stiff pinches, with a tiny plateau halfway. On this plateau the truck gathered sufficient speed to top the crest at 10 m.p.h. in bottom gear.

Shift, Tricky Grade.

A worse hill is Albert-street, Coogee, which has a rough surface, a 1-in-4 grade, and a narrow right-angle approach, with a corner which cannot be rushed. With nearly 22 cwt. on it, the Morris clawed its way up this grade three times without hesitation; then, to prove its brakes, was held on the worst of the hill by foot and hand brakes separately. The brakes are on the rear wheels only, but they have unusually large drums.

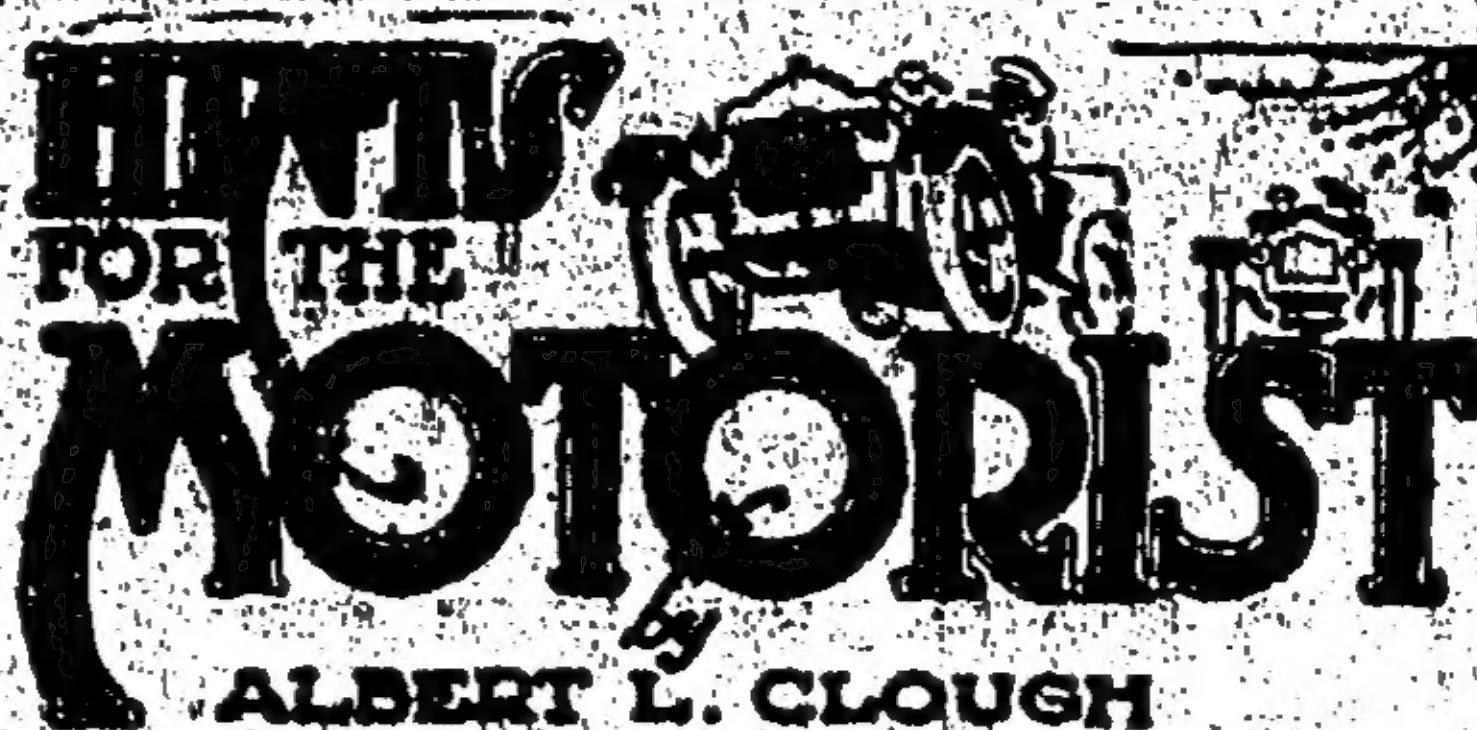
The whole demonstration was impressive, particularly as the motor was not run in. The truck previously had only run 210 miles.

MARINE MOTORS.

New £100 Unit.

"THE ELECTRIC KID."

A new marine motor has just been put on the market which is likely to revolutionise people's ideas as to the requirements of motor boat engines. The new unit which has been introduced by the Alfa Craig Motor Co., Ltd., of Chislewick, London, is the outcome of many years' intimate experience with marine motors for every kind of craft. It is an overhead valve engine of 10-16 h.p. embodying a unique combination of features. It is of thoroughly waterproof design and unlike other marine motor engines of its size it has a three bearing crankshaft instead of the usual two-bearing type, a feature which accounts for its remarkable smooth running. A synchronous battery ignition has been adopted, thus



WHEN CARBURETOR RE-ADJUSTMENT IS JUSTIFIED.

It should always be remembered that all the carburetor has to do is to proportion the gasoline to the air and to mingle them and after that, whatever happens to the resulting mixture after it passes the throttle, is not the carburetor's fault.

Eliminating Engine Defects.

It is only when everything about an engine has been checked up and found in order, that eliminating any possibility of the dilution or other misapplications of the mixture, being caused by it, and still the engine runs improperly that the carburetor should be re-adjusted.

When the Mixture is Actually at Fault.

If then, the carburetor is known to be clean and well

obviating the use of a high tension magneto. Furthermore, Electric Starting and Lighting equipment is provided as standard. This is in two units, the starting motor and lighting dynamo being separate, an arrangement which from an electrical point of view is very simple and one which also gives a better starting torque.

Altogether at the price of £100 we regard this new marine motor as not only remarkable value, but also as a sign that British makers of marine motors, like the Alfa Craig Co., are determined to maintain their honourable position in the World's markets.

supplied with gasoline, its re-adjustment is warranted, in order to produce a leaner or richer mixture—whichever the engine's shortcoming may seem to call for.

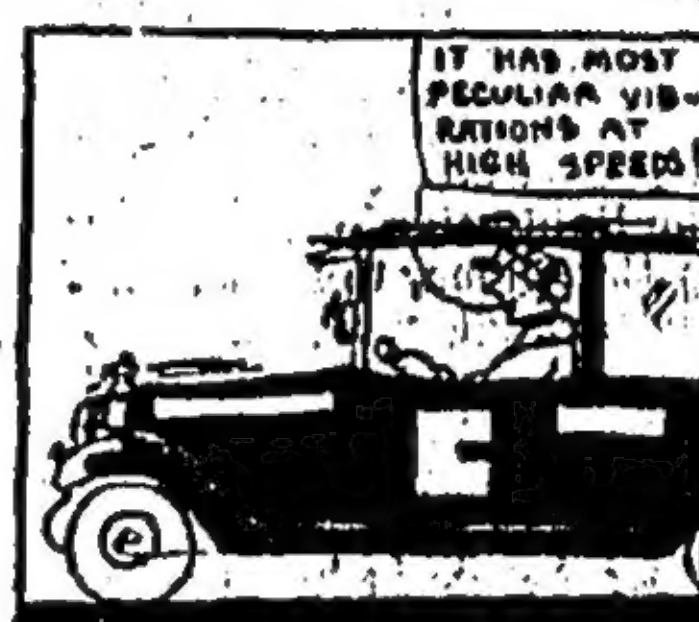
Too Rich or too Lean?

Excessive fuel consumption, rapid oil dilution and carbonization, strong smelling exhaust, lacy acceleration, and abnormally quick attainment of regular firing, without choking, when started cold, indicate that a leaner mixture is required, while weak power and backfiring in the carburetor even when warm denote that the mixture should be made richer.

Specific Adjustment Instructions Necessary.

Diversity of carburetor construction renders generally applicable adjustment directions impossible. Special instructions for setting any make and model of carburetor are obtainable, upon request, from its manufacturer or from any car maker who uses it.

Obstructed Oil Lead.



Question:—After about 3,000 miles service, the number two connecting-rod of my engine burned out its bearing and this occurred again after approximately another 3,000 miles, although on both occasions there was plenty of oil on hand. Furthermore, during this period, pistons have twice stuck in their cylinders. The engine manufacturer advises dropping the crankshaft and checking up the oil passages to this connecting rod, but this would be quite a job. What do you suggest? Also this engine has a peculiar vibration at high speeds. What causes it?

Answer:—We can only reiterate the advice of the manufacturer, it being evident that the oil feed to this rod is obstructed and the sooner the trouble is removed the sooner you will obtain permanent satisfaction. When you have the engine "down" not only see that all oil passages are clear throughout their length but check up the clearances at all connecting-rod bearings with the recommended amount. You will probably find that No. 2 piston was the one which seized, on account of no oil splash from its rod-bearing and perhaps its cylinder is scored a little. If so, it may be weaker than the others and be concerned in the vibration which you complain of.

One Spark-Plug Fouls.

Question:—I have always had trouble with the fouling of No. 1 spark-plug in the engine of my six car. Although I have had a new block, new cylinder head and new rings, with springs behind the fouling still persists. How can this be overcome?

Answer:—Assuming that No. 1 piston and rings actually fit well enough, so that this is not an ordinary case of oil-pumping, it may possibly be that the clearance at the connecting-rod bearing of this cylinder is greater than recommended, thus permitting an excess of oil to be discharged on the walls of this cylinder. You better have this clearance checked up and adjusted, if it is found too great. You are not using an oil pressure greater than recommended are you? Possibly temporary relief might be obtained by fitting an oil controlling ring in the lower groove of No. 1 piston, if such is not already provided. We assume that the fouling is due to oil and not to an overrich mixture in this cylinder, but unless you are using full intake heat, and reasonably lean mixture, you may be getting trouble from the latter cause.



WE CAN LEARN.

Traffic Solutions.

SUGGESTIONS FROM NEW YORK.

Investigations of the causes of traffic congestions in New York has led to recommendations by civic and business organisations which are of interest to every city that is trying to keep the wheels of its vehicles moving.

The suggestions most applicable to Sydney are:—

Night haulage of heavy and wholesale goods.

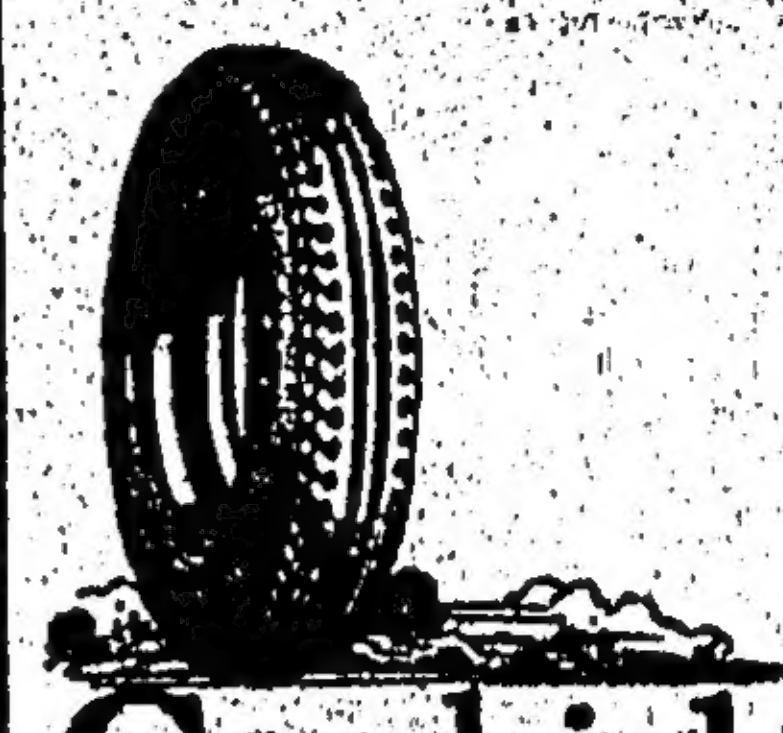
Elimination of all horse-drawn traffic from main arteries and central city streets.

Tearing up and alteration of streets to be either accomplished within 24 hours or done only at night.

Sightseeing vehicles to be parked off streets.

Skip stops for trams and buses.

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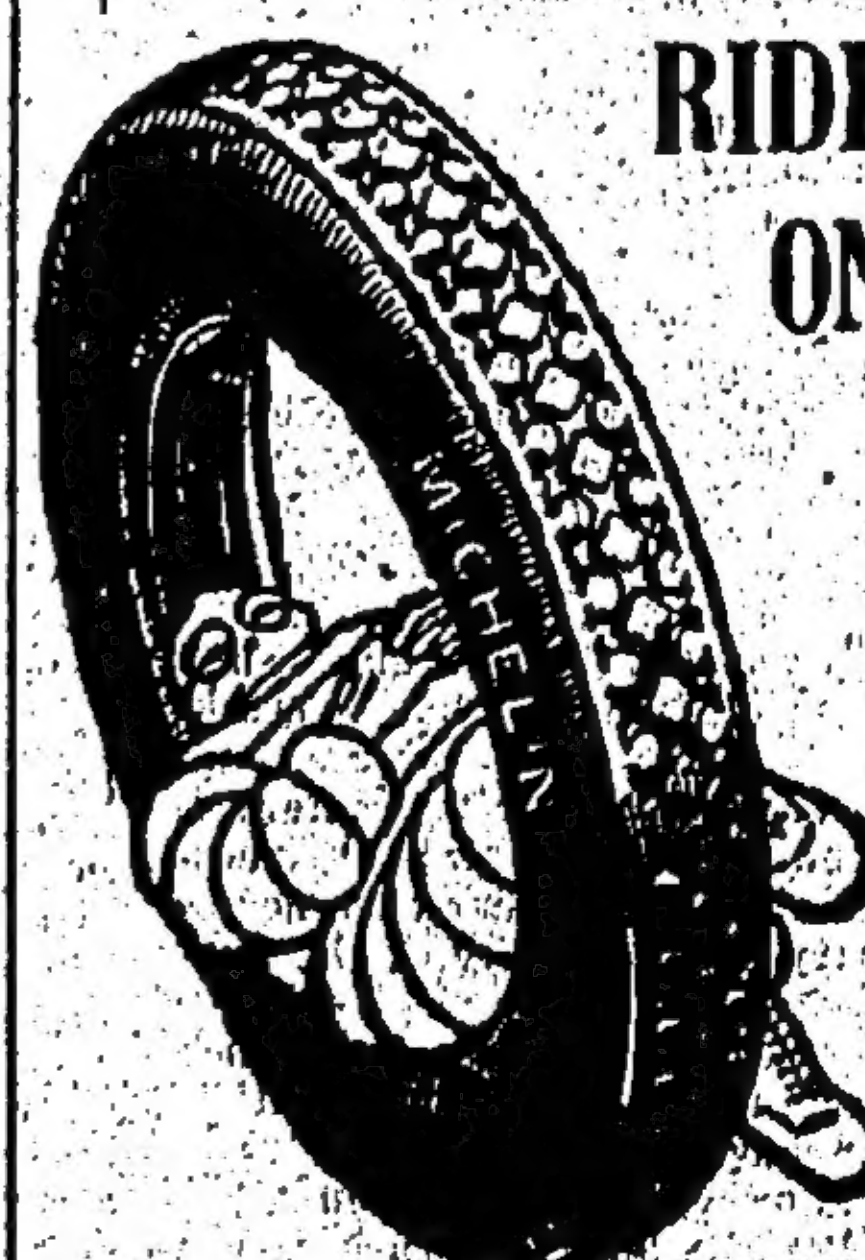
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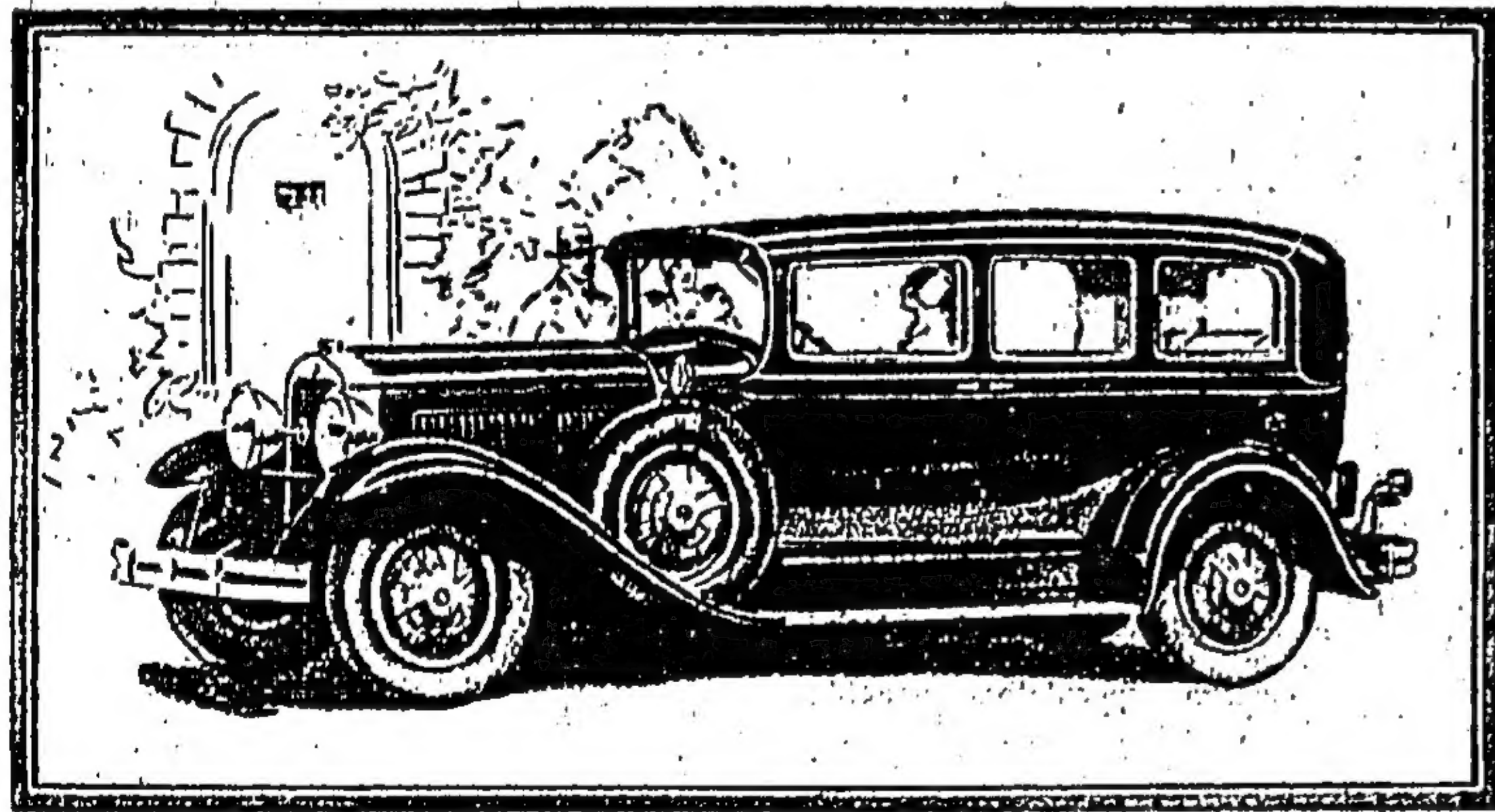
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a new World Champion

PRESIDENT EIGHT



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The new President Eight is even more powerful than its worthy predecessor which traveled 30,000 miles in 26,326 consecutive minutes.

This new President Eight is as near to a perfect motor car mechanically as champion-builders can make it. It holds 126 official American stock car speed and endurance records, 11 world records and 23 international records. It is a large car—but not bulky. It is a genuinely beautiful car—a smart car—with good taste in every line and fitment. It is a fast car, and enduring—proved beyond question. Its many new features and its comforts await your appraisal. Drive this world champion car!

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wider rear seat!
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dual carburetors!
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adjustable driver's seat!

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes). The Commander (31,000 miles in 22,508 minutes). The Director (3,000 miles in 474 minutes). The Director (1,000 miles in 994 minutes). Each is backed by Studebaker's 12-month guarantee.]

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Pictorial Supplement

March 30th, 1929.

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GENTLEMEN'S WEAR
Good value, reliability with
smartness being their aim.

NEW SPRING GOODS.
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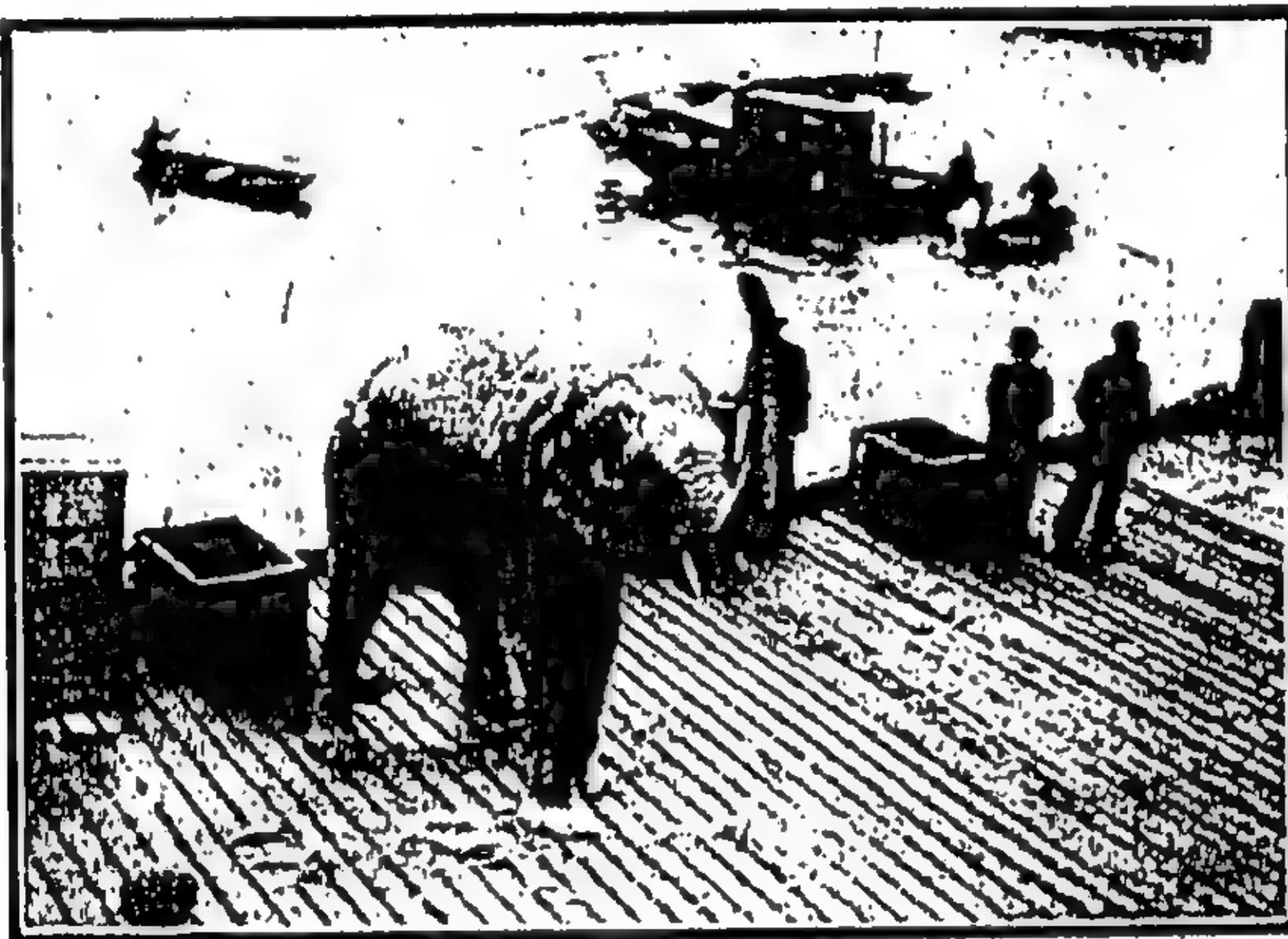
Bridal group taken at the wedding of Mr. James Moodie and Miss Anne Tolan, which took place at St. John's Cathedral. (Photo: Ming Yuen).



There was a large attendance at the Moodie-Tolan wedding at St. John's Cathedral on Saturday. Miss Lorna Tolan was the bridesmaid and Miss Dorothy Tolan flower-girl. Mr. J. K. Ewing was the "best man." (Photo: Ming Yuen).



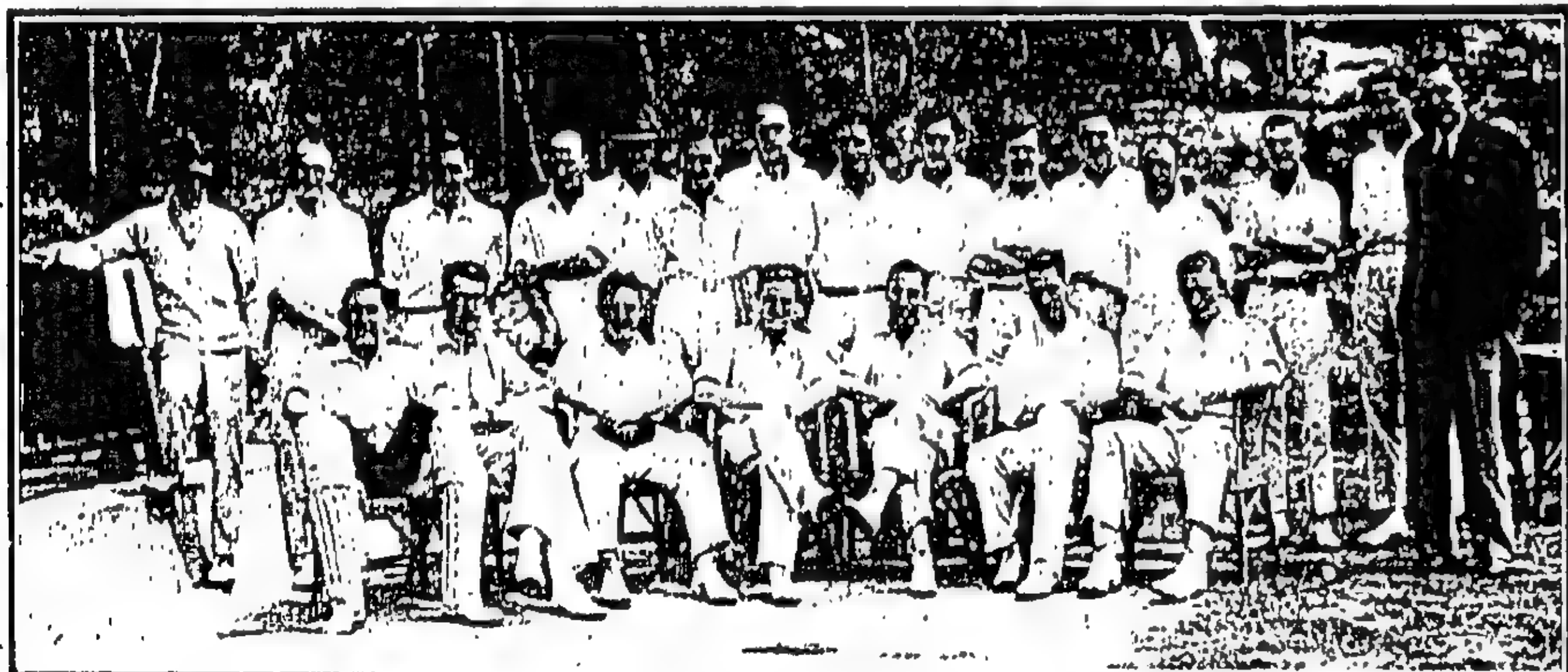
The tug-of-war at the Hongkong University sports, held on Saturday last. Luard Hall won this event after some exciting pulls. (Photo: Ming Yuen).



"Mary," the big elephant of Harmsen's Circus, which refused after eight attempts to board the Macao boat and had eventually to be taken to the Causeway Bay stables to await the return of the Circus.



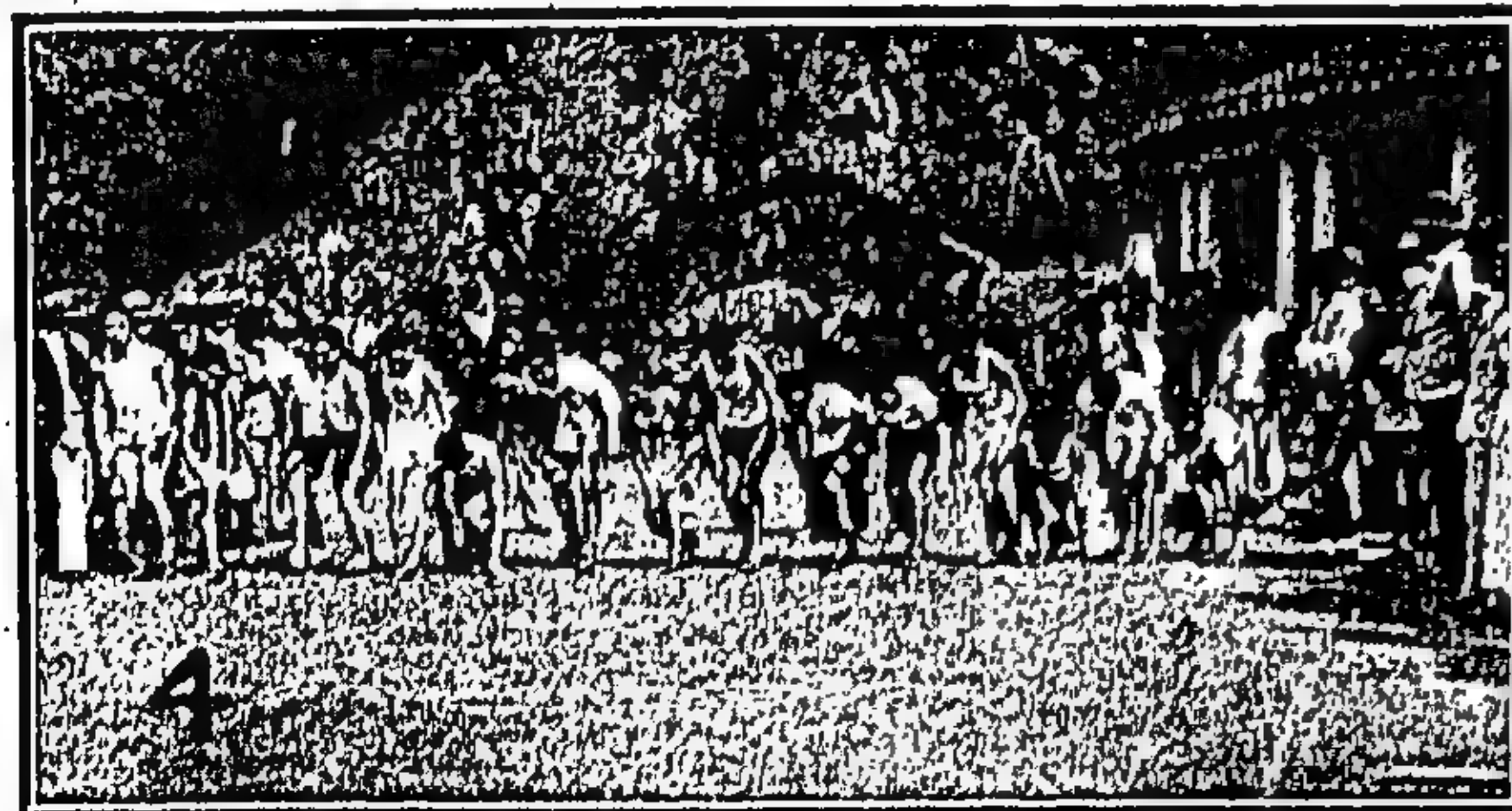
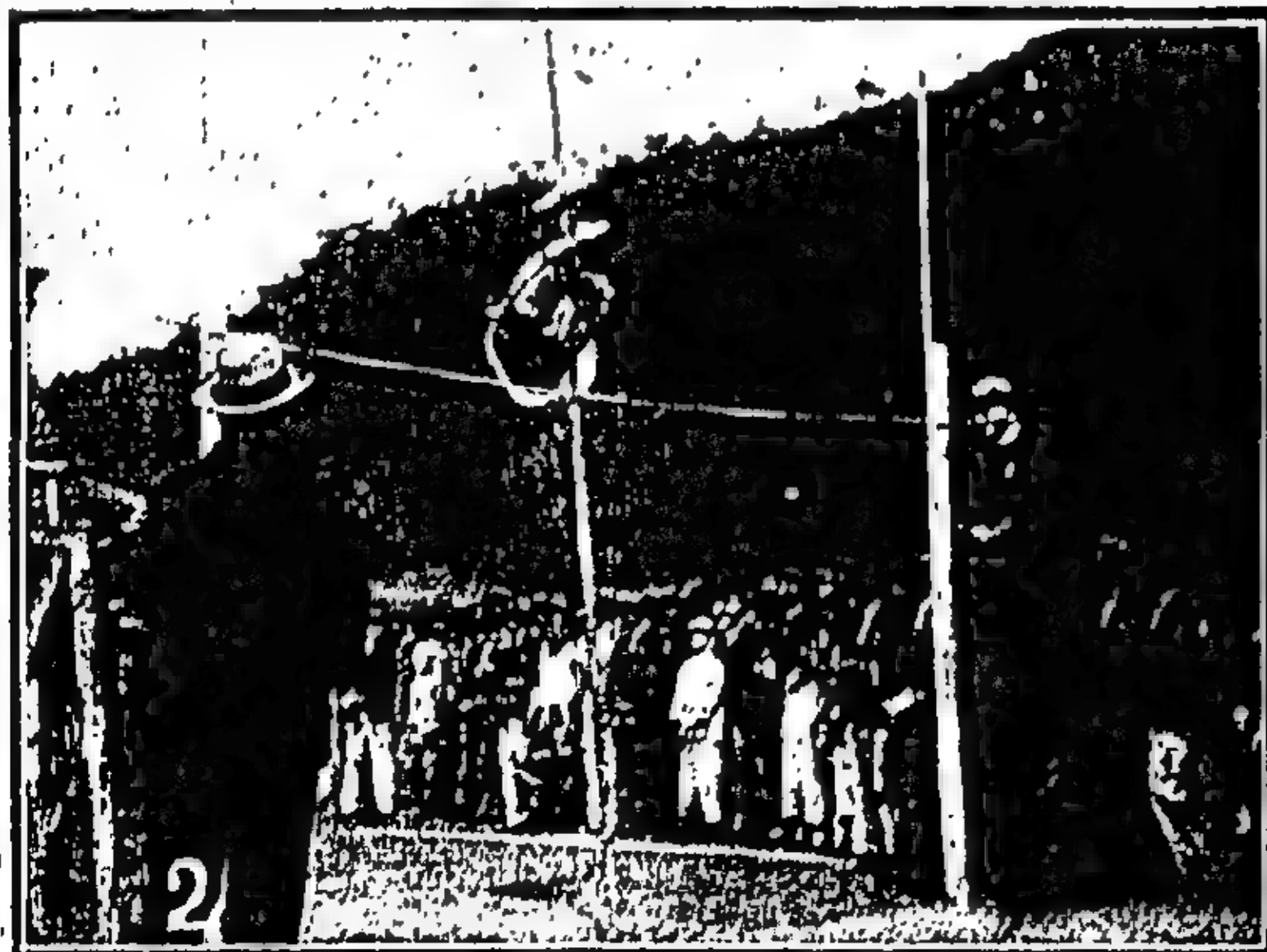
Mr. R. H. Charles on Mr. N. Hashim's "My Lady" at Fanling on Sunday. Mrs. Charles is seen leading in the pony which has never yet been beaten at Fanling.



Here are the A.P.C. and Union Insurance Mess cricket teams which met on Saturday, the latter winning by three wickets. (Photo: Mee Cheung).



The Club defeated the Army in the triangular Rugby competition on Monday. Above are the teams. (Photo: Mee Cheung).



At the University sports:—(1) Mrs. Southern, who presented the prizes; (2) the Pole Jump; (3) S. V. Gittins winning the One Mile; (4) start of Half Mile. (Photos: Hongkong Amateur Photographic Society).



Two interesting snapshots of the Club v. Army Rugby match, which the former won by 11 points to 9 after an exciting contest. (Photos: Mee Cheung).



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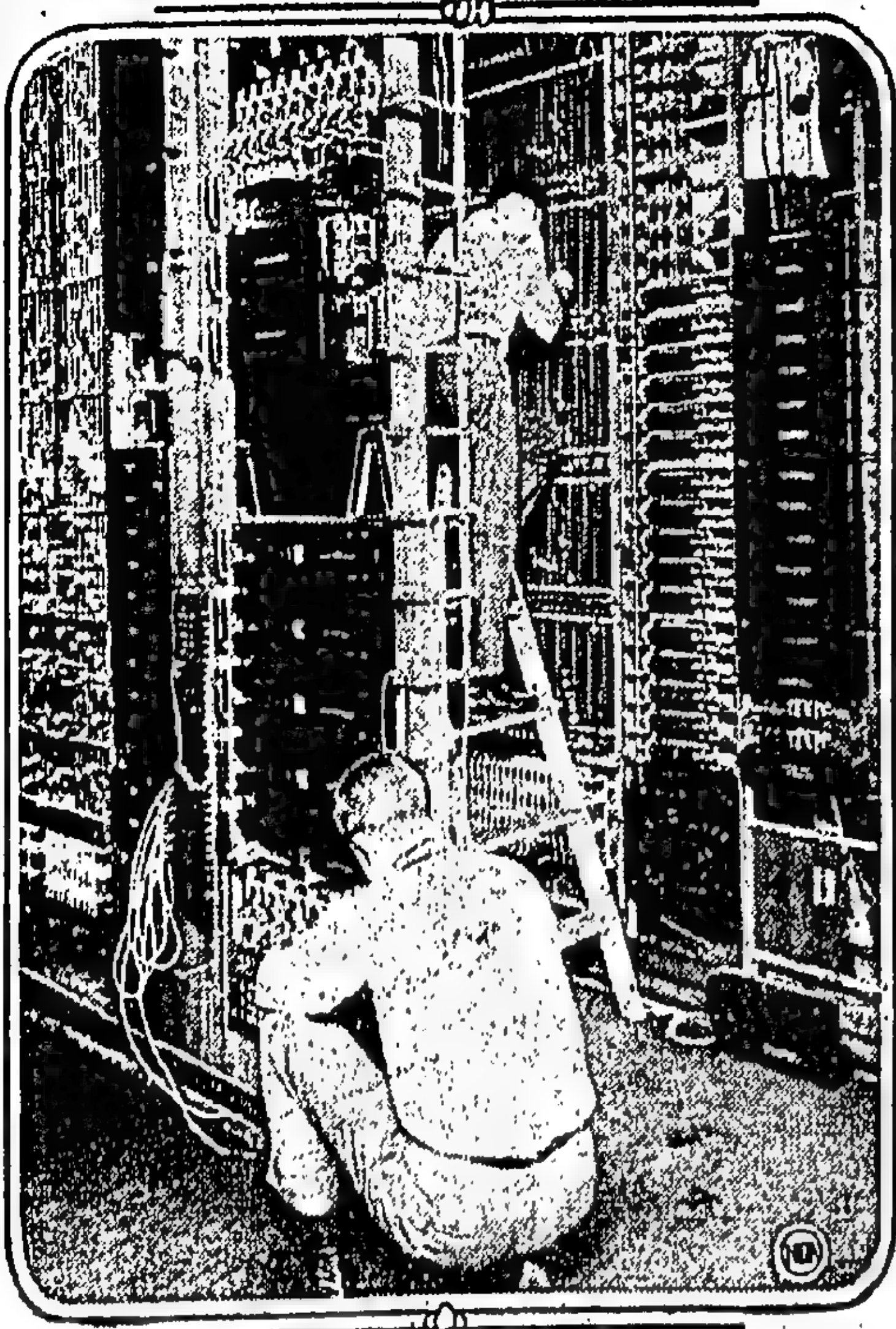
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THE MARVELS OF TELEPHONY. IN THE BELL TELEPHONE LABORATORIES.



Working with millions of thin wires, electrical engineers of the Bell Telephone Laboratories are shown here in one step of the development of the dial telephone system which dispenses with the services of thousands of operators.

(By Israel Klein).
New York.—The land of throbbing life and nervous reality, that we are prone to think of as New York, contains an island of dreams and of magic of which few travelers are aware.
It is Fairyland itself, a modern fairyland, under the reign not of invisible fairies but of stern, reasoning men and women. It is a fairyland, nevertheless, where the unseen is seen, the unheard becomes a thunder-crash and the impossible is accomplished.
This is the Magic City, strange to relate, one of the greatest scientific institutions in the country—Bell Telephone Laboratories, Outside Babel.

That seems like a cold, harsh drop from the visions of a Fairy City of our younger days to what is just a matter-of-fact workshop for scientific research. But no fairy of our childhood dreams ever waved her wand over such startling wonders as are accomplished in an orderly, scientific way by the men and women in these laboratories.
For here, amidst the odours of chemicals and the hum of motors, experienced wonders actually performed greater than were the mental caprices of a Grim or an Anderson.
I saw my voice—saw it, not just heard it—tumbling up and down across a screen, as I spoke into an ordinary transmitter. Then I saw my words recorded by the trace of light on a photo film, for refined study by experts in phonetics.
I watched millions on millions of invisible electrons—those thickest particles of matter—forming graceful, curving lines of light on the end of a vacuum bulb.
Outside the brick building containing these wonders, horse-drawn trucks clattered over the wide cobblestone street to the locks of beam liners along the Hudson waterfront across the way. Taxicabs and ships' sirens shrieked. Inside, I locked myself behind triple-steel doors in a sound-proof quiet room, where the drop of a pin could be detected by a sensitive instrument and shot out like the boom of a gun.
Contrasts.
Outside, I could see massive

ocean liners at a far distance awaiting their passengers and freight for the next trip across the Atlantic. Inside, I had to peer through a highly sensitive microscope to see the tiny crystals that make up the steel of those ships. Here, it is no uncommon practice to cut a piece of soft metal or wood less than one ten-thousandth of an inch in thickness, or to measure the grains in hard steel to a thickness of a quarter-millionth of an inch.

For in this Fairyland scientists have devised apparatus so highly sensitive that it can measure down to one-billionth of an inch, or a million of a degree in temperature. It is the finest variation man has ever measured, yet it appears in the motion of a spot of light that can be noticed in an instant.

Here, as in many other laboratories, men and women play with extremes. They count the invisible atoms in matter, so tiny that 100,000,000 of them side by side would take up only an inch of space. They work with air so thin that it is almost a vacuum—almost nothing at all. The same air, condensed into such a heavy state that it becomes a liquid more than 350 degrees below freezing temperature, is to these scientists as commonplace as the milk that is left on our doorsteps each morning.

Into that extremely cold liquid, the rulers of this scientific fairyland can plunge a red-hot carbon pencil and make it glow with an intense heat. A drop of this cold liquid on the skin would make it blister as if scalded by the spark of a white-hot molten metal.

These are representative of the wonders experienced in this fairyland of science, all produced from cold, logical formulas. Men and women scientists here seek the facts of our existence and try to accommodate them to our everyday lives.

Invisible Light.
We want as much light as possible to see things. They shut off this light and search for things in a form of light that is invisible and harmful to the eye. What is invisible to us they see. What we cannot hear, what we can't do, they do.

But not a single wonder they perform is done for fun. Theirs is the business of improving our means of communication—by telephone, by telegraph and cable, by wireless. What appears as a marvel to us is merely an experiment towards perfecting our telephone, or speeding up the transmission of messages, or clearing up the air for radio communication.

Every one of the wonders I saw at these laboratories was part of the great experimental and research equipment needed for this work. Many of the men here do not seem to be getting anywhere. Day after day, year in and year out, they appear to be playing with fresh devices that show hardly any relationship to telephone or radio.
Daily Discoveries.
But every day discoveries are made—and from them follow

LIFE IN SALVADOR. BULL FIGHTING AND OPERA.



Bull fighting and heavy opera are the favourite public entertainments in Salvador. Here is a bull fighter in action before a crowd of thousands.

(By Rodney Dutcher).
Launton, El Salvador.—El Salvador, though much the smallest in area, is one of the two most modern of the Central American republics. It has one of the densest populations in the world and is intensely cultivated. One is told that in San Salvador, the capital, are 25 or 30 millionaires. Great wealth is in the hands of a few, but the land is owned by the many. Eighty per cent. of it is under cultivation.

Salvador's foreign trade varies in extent. It all depends on the coffee crop, which supplies 90 per cent. of the little nation's exports. With a large crop at big prices Salvador is happy and prosperous. With reverse conditions, money is relatively scarce. There was a good crop for 1922.

Coming here from Honduras, one finds more shoes and fewer bare feet. The native girls of La Union, at least, wear American shoes and many of them wear imitation silk stockings.

There is an efficient-looking army with natty uniforms and a handsome artificial park in the centre of this town of 3,000 persons.

Pinch Big Paying Job.
R. W. Hebard of New York and Rene Keilhauer have just completed a \$5,000,000 paying and newer job in San Salvador, which Salvadorans insist is the only city in Central America to compare with a modern American municipality of similar size. The money was loaned by the Chatham-Phoenix National Bank of New York.

Salvador has her own sugar refineries and has factories to make underwear and underwear for her people, though she imports her yarn and cotton cloth continues to be her largest import from the United States.

The mayor of La Union told me that there had been no revolutions in his country for the last 30 years because of its excellent system of communications.

Salvadoran trade development has been distinctly advantageous to the United States. Although 80 per cent. of her coffee crop goes to Germany, more than 50 per cent. of her imports come from the United States. It is more or less interesting to note that her imports from our country have risen since 1913 from 40 per cent. of her total to 51 per cent. while the proportions of imports from

Britain and Germany have slumped from 27 to 16 per cent. and 15 to 8 per cent. respectively. Germany's present export trade to Salvador, of course, has all been regained since the war.

Salvador probably will never have any skyscrapers because of her frequent earthquakes, but her tendency in recent years towards earthquake-proof steel and cement structures has opened up a new American foreign market for these materials.

There are 50 or 60 radio sets in Salvador and there will be more. There would be more now if it didn't take such an expensive set to pick up stations in New York. As it is, many Salvadorans claim to have heard most of the Hoover and Smith campaign speeches.

Bull Fight and Opera.
Bull fighting and heavy opera, both in season, are Salvador's principal amusements. Famous artists come to jab the bull and cinnu to the high notes. The opera seasons in the Teatro Nacional at San Salvador have to be short, however, as the country cannot support many performances in a stretch.

"Jazz and the fox-trot are the only customs we have taken from the United States," a Salvadoran assured me rather proudly.

But our country has not yet taken any of the great Latin-American genius for music. Franklin Adams, counsellor of the Pan-American Union in Washington, has been raving for the last two years to this writer about the unborn musical sixth sense of our Spanish-speaking brethren. He wins. The note-perfect band from San Salvador, playing piece after piece without a single sheet of music, is not likely to be forgotten unless one confuses it with other Latin-American bands just as good.

All around the band as the Hoover party arrived at the port of La Union were piles of coiled barbed wire from the United States. It lay all over the landscape, waiting to be taken to farms in the interior.

American business men encountered were highly optimistic. One, representing office appliance firms, said that he was able to figure on a yearly increase in his Salvadoran business of from 25 to 50 per cent; the country is developing so rapidly.

BUNYAN'S WIFE'S BOOK.

Hidden away in a drawer with worthless lumber there has been found in a Cheshire cottage an old book that promises to be of great value (says *The Daily Chronicle* correspondent).

It is a 320-years-old copy of "The Plaine Man's Pathway to Heaven," which, with another book, "The Practice of Piety," was the only marriage portion which John Bunyan's wife took to him.

Bunyan was a soldier in the Parliamentary Army when, at the age of 20, he married, and his conversion is attributed largely to his readings of the books his wife bought him.

Both books disappeared long

tremendous improvements in telephone, cable and radio transmission. A development may take weeks or years of intensive labour until the final reward comes.

Thus was television accomplished in these same laboratories. Thus were cable messages speeded up to 2500 letters a minute. Thus was the dial system of telephony developed. And in the same serious and patient way were many other improvements made that have saved the people of the United States millions of dollars and many precious seconds in telephoning.

These material wonders are what the fairies in this magic city have brought us.

ago, and there is only one known book of the first issue of "The Plaine Man's Pathway to Heaven" in existence. It is in the British Museum.

Bound in Leather.
The book found is bound in strong leather, and is well preserved. Only the edges of the leaves of the earlier pages are slightly damaged.

"The Plaine Man's Pathway to Heaven" was written by Arthur Dent, and its quaint dedication by him begins:—

"Your worship to command in the Lord. To the Right Worshipful Sir Julius Caesar, Knight, one of the Ministers to the King Majesty, Judge of the High Court of Admiralty, Master of St. Katherine, A. D. wisheth all good things in Jesus Christ."

The printer's note states that the edition is printed from South Shoobury, Essex, April 10th, 1601.

Years in the Family.
The owner, who does not at present wish to reveal his identity, told me the book had been in his family for generations.

"It has been in my possession," he said, "for 50 years. It has lain in a drawer with other things, and I might have burnt it if I had not read an account of Bunyan's celebration, and a statement that one of the two copies of 'The Plaine Man's Pathway to Heaven' had been lost."

"I went straight to the drawer, remembering that I had such a book, and among a lot of things I at last found it."

ORIGIN OF MAN.

THE BEGINNING OR LIFE ON EARTH.

The age-long controversy regarding the origin of man, has been revived here in a violent form as the result of a lately published book by Dr. George Montandon, the well-known French anthropologist and traveller (says a correspondent of the *Daily News* and *Westminster Gazette*).

In his work, called "Human Ologenesi," Dr. Montandon reformulates a theory about the beginning of life on the earth which Professor Daniele Rosa, of Modena, has advanced, and, with Professor Rosa's approval, he applies it specifically to man.

Some of Dr. Montandon's conclusions run counter to accepted scientific opinion, and they are now being sharply challenged by French men of science.

For one thing he calls a "will-o'-the-wisp" the hope which anthropologists still entertain of being able to ascertain approximately the spot on the earth's surface where man—or, rather, man's ancestors—first appeared. Mankind, he declares, bluntly, has had no "cradle"; humanly never had a specific birthplace on the globe.

The bacteria which ultimately—after long ages in which "evolutionary jerks" occurred—developed into man, appeared spontaneously on the earth, he declares, as the result of climatic conditions which are never likely to recur.

The apparition of life, he says, was simultaneous, and occurred all over the earth, although he concedes that there may have been mountain tops, islands, and even strips of mainland, on which no such apparition was witnessed. "Half-Humans."

Dr. Montandon in this connexion finds proof for the theory of the ubiquity of the first forms of life in the "formidable distances" which separate the remains of primitive man unearthed in recent years.

It is evident, he declares, that "half-humans" inhabited such widely separated spots as Gibraltar, South-West France, Central Germany, the Crimea, Southern England, the Caucasus, Rhodesia and the Cape.

Never again, he asserts, will the conditions recur, which will lead to the spontaneous appearance of life, and he doubts whether even in the laboratory (unless the atmospheric conditions, which prevailed during the early stages of the earth's history, can be artificially reproduced) will men of science be able to produce the living from inert matter.

When The Sun Was Larger.
How life once "happened" he explains as follows: The atmospheric and perhaps the cosmic conditions were such, at a certain period during the cooling of the earth's surface, that life could and must be produced over the entire surface during a specific interval of time. These conditions occurred only once during the existence of the earth, namely, at its beginning.

It is possible (he goes on) to be more precise regarding the origin of life. The sun, when this phenomenon occurred, was immensely larger and hotter than the "middle-aged yellow star" it is to-day, and it emitted blue, violet, and ultra-violet rays more chemically active than those to-day.

These immensely powerful solar rays, he declares, transformed inorganic chemical combinations into living matter, into granules, comparable with monocular algae, into bacteria of the first simplicity.

"Evolution by Jerks."
After consultation with Professor Rosa, Dr. Montandon formulates the following "postulates" of the theory of "ologenesi," which he has applied to man's origin:

There was ubiquity in the appearance of life on the earth.

Billions of individuals belonging all to one and the same species (the first living chemical combination) appeared on the earth, and from these have been derived all living organisms, animals and plants alike—the acumore tree, the elephant and man.

Each of these first living organisms, which were certainly ultra-microscopic, possessed the same properties and possibilities.

Each type reproduced itself during a certain time until "maturation" was reached, when it threw off abruptly more highly developed types, the process of "evolution by jerks" continuing until the perfected type was thrown off.

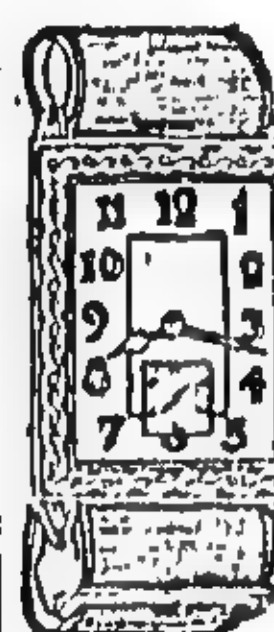
As regards man, Dr. Montandon argues that, from the first living cells which the sun's rays produced down to civilised man, sudden changes when "maturation" of type was reached, and not slow evolution, marked man's upward trend.

If spiritual attributes have been conferred on man "extra terrestrially," such conferment, he says, could be most easily conceived to have taken place either when the semi-human stage or the finished stage in his development had been reached.



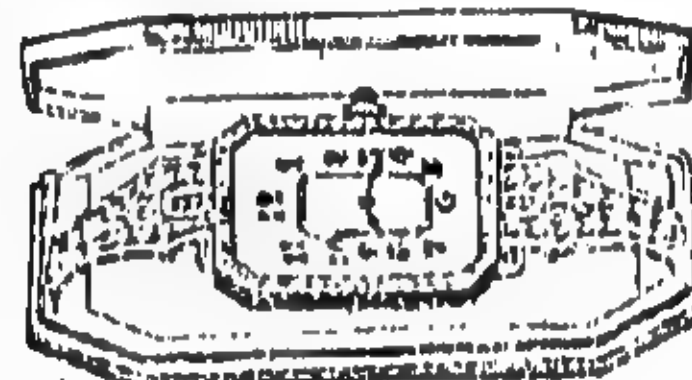
Young Han, enjoying a dainty morsel at Kaumati. (Photo: W. Stone).

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DOWN AT THE SOUTH POLE.



These remarkable pictures show what life is like in the grim and icy Antarctic, where Commander Byrd and his men are waging their South Pole quest. 1—A closeup of a penguin; these big, man-like walking birds inhabit the polar continent in flocks of thousands. 2—This remarkable photo, reproduced by courtesy of H. G. Ponting, is the only one ever taken exactly at the South Pole. It shows Captain Scott (centre, standing) and his four companions at the pole on Jan. 18, 1912, as they arrived to find that Captain Amundsen had beat them there by 34 days. 3 and 4—Glimpses of the Antarctic landscape, showing the difficulties that Commander Byrd will face if his plane is forced down. 4—A bull seal elephant, a huge animal found in the waters that form the outposts of the Antarctic.

Simple Evening Gowns Acquire Character

(BY JEAN PATOU)

WOMEN have finally and, I think, conclusively, been made to accept dresses totally different in aspect and line from those they wore but a few seasons ago.

This has been noticed by everyone, but what I am thinking of more especially is that "simple little evening frock" they all cherished so sincerely a little while back. Its main defect, in the eyes of all creators, was of course its lack of character and line.

Speaking personally, my present collection accentuates the fullness placed at the back, an experiment which I tried out last summer.

THE starting point being, therefore, more fullness at the back, it was necessary to accentuate it by contrast. In many of my recent models you will see practically plain, straight fronts, with all the fullness massed at the back.

A point that may have escaped the undiscerning is that, imperceptibly, skirts are really acquiring more length. Length was given to winter models in an irregular fashion, but recent creations show what may be termed an all-around skirt length.

There are quite a few "simple" evening gowns in my present collection, yet in each of them you will find some feature indicative of their function. I have in mind the perfectly plain dress of gold lame shown in the two photographs at the lower right.

Although the front may bear some resemblance to the simplicity of former years—being severe and almost tailored in its lines—its back is eminently new with a hooded effect to its neckline and an intricately cut skirt reaching to the heels.

DRAPED effects are perhaps the most usual and certainly the most effective means of imparting the necessary amount of character to a dress which is meant to be worn in the evening, however informal the function.

In the case of simple mousseline de soie or georgette evening frocks, the happiest mode of "dressing" the model is the use of frills, godets or volants on the skirt. The bolero effect on a georgette or mousseline bodice is always good.

To illustrate the volant or frill theme, I cite the mousseline de soie evening dress at the bottom of the page—a dress I designed for Mademoiselle Arletti. It is a filmy black gown which suits her slender figure and also emphasizes both the back trimming I favor and the volant theme.

IT has always been taken for granted heretofore that a beaded dress of any kind was sufficient unto itself and that the need for a studied cut or style was superfluous.

Altogether, all-over beading has ever been one of my pet aversions, but I am obliged to include a few beaded dresses in every collection. However, I have endeavored always to use this form of trimming in a new way. Line is invariably the sole characteristic.

The yellow beaded model, at the lower left, for instance, I have cut on tailored lines through the waist, with a perfectly fitting hipline, a tailored belt, and then introduced a godet movement across the back from a slanting hipline. The skirt's longest points also are placed at a rather unusual distance from the center back.

Quite different is the pale pink frock at the upper left—a frock whose paillette embroidery is its dominating characteristic. This frock is cut in an original manner, with a surplice bodice giving a charming decolletage and with the skirt's embroidery staggered higher and higher across the back and very low in front. There is also the accompanying staggered effect at the bottom of the skirt, giving an unusual uneven effect.

ANOTHER uneven effect comes in the apple green velvet evening gown shown at the extreme lower left. Although very simple, this model could not be mistaken for anything save a charming evening gown. It has much softness in the gently bloused bodice, and while the skirt is longer all around, both the front and back dips considerably by the introduction of fan godets that are cut in one with the bodice of the gown.

There are many people who, like myself, have the earnest desire to see all women sponsor the longer skirt for evening from a purely esthetic point of view. And it has been a source of great satisfaction to see the success of my gown at the upper right, the outstanding feature of which is a fringed skirt reaching down to the ankles.

This is a very simple and extremely unsophisticated frock of white crepe satin with the fringe of white silk. It has a bloused bodice, tight hipline and the fine long fringe put on in geometric design.

There is a soft flat bow across the back of the hipline. As the model moves the fringe sways, revealing a skirt of the fabric that is of good length itself.



Paillette Embroidery
On a Surplice Decolletage
And a Staggered Skirt
Distinguish This Patou
Evening Gown in Pale Pink.



Delightful Simplicity
Is Found in an Evening Gown
Of White Crepe Satin
With a Restless Overskirt
Of White Silk Fringe



In This Evening Gown
Fashioned of Apple Green Velvet
Patou Achieves a Soft Richness
That Requires No Ornament.



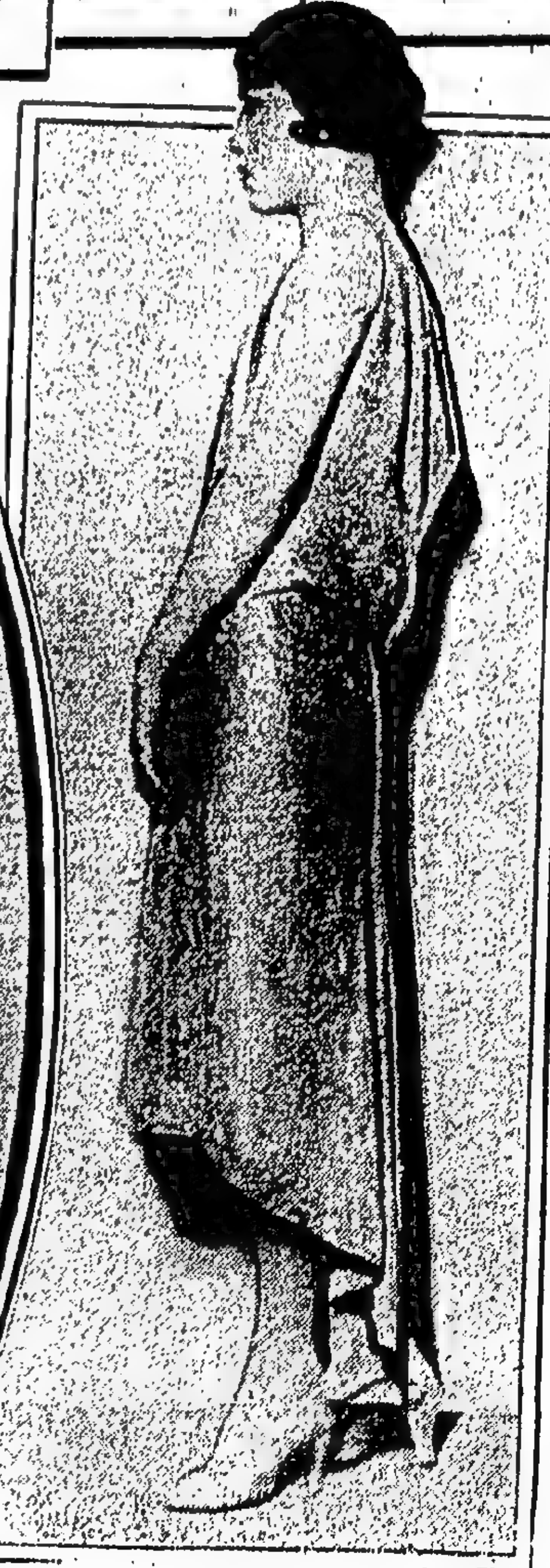
The Snug, Tailored Lines
Of This Yellow Evening Gown
Bespeak Patou's Passion
For Perfection of Cut
Even in Beaded Creations.



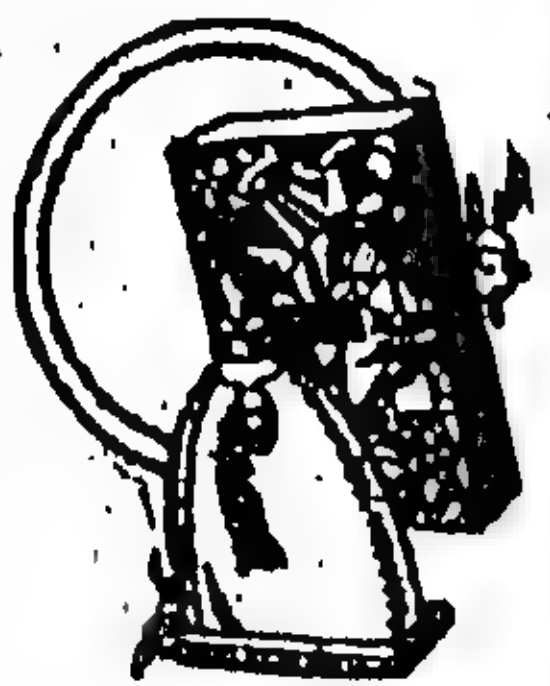
Actress Arletti
Wears a Patou Gown
Of Mousseline de Soie
Notable for Its
Back Trimming.



Seen From the Front, This Patou Evening Gown
Made of Soft Gold Lame From a Persian Design
Seems Almost Too Severe. . . . But in Profile
It Reveals a Hooded Decolletage and a Paneled Skirt.



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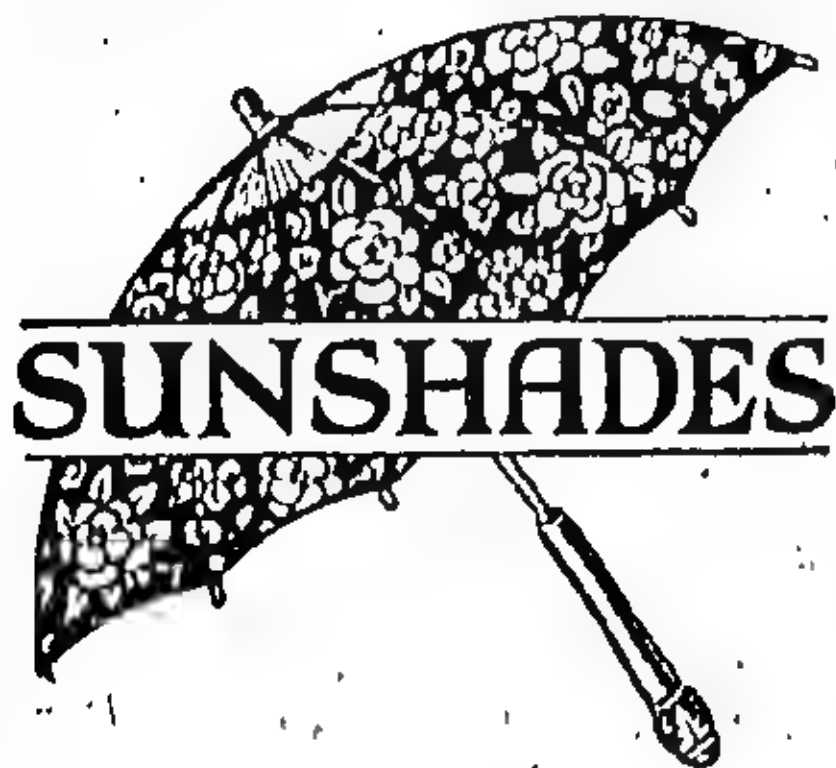
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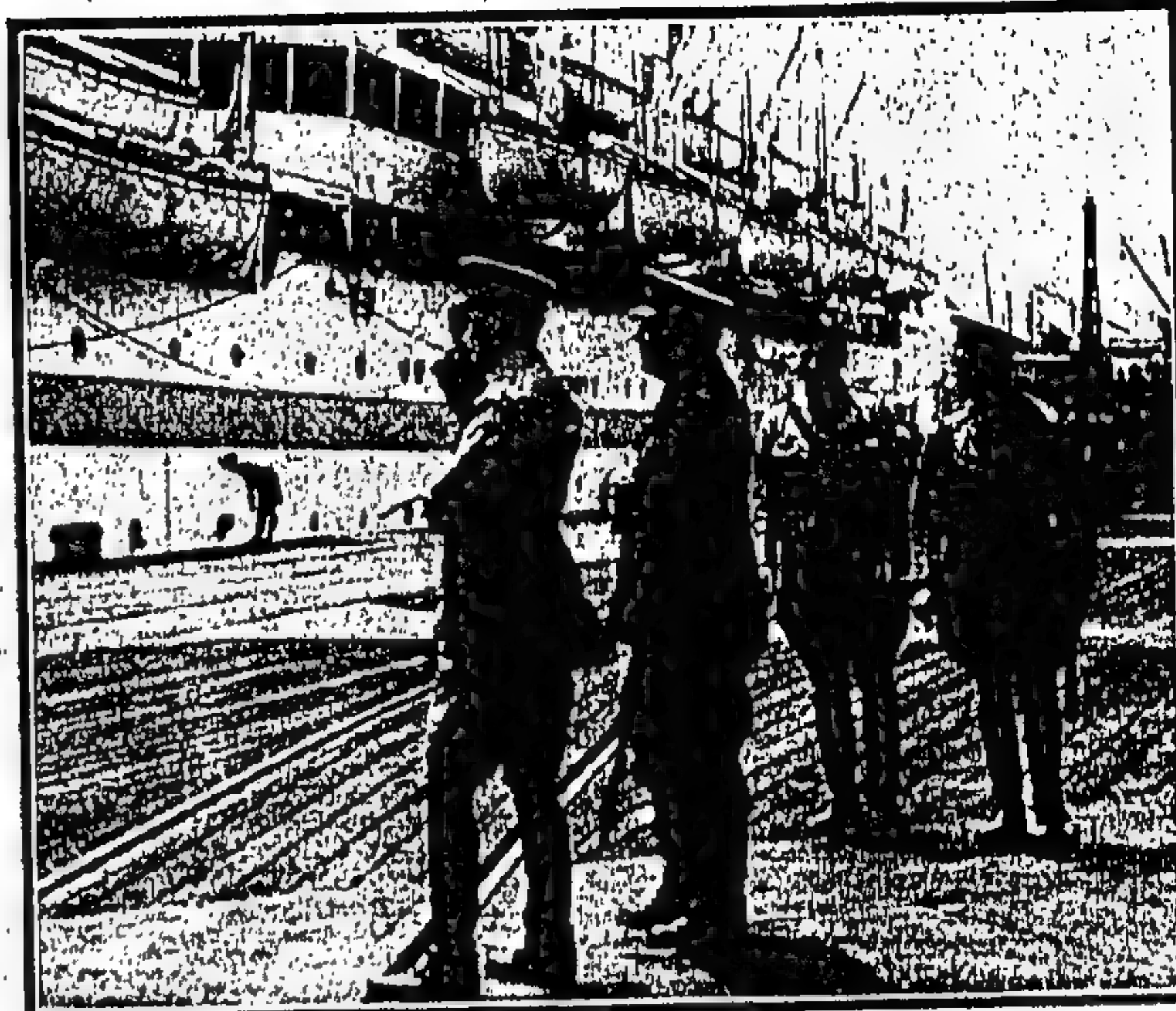
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Group photograph taken on the occasion of the recent wedding at Christ Church, Shameen, of Lieut. G. F. Agutter and Miss Marguerite Hogg. The bridegroom is seen standing immediately behind the bride.



H.E. Major General Sandlands, G.O.C. China Command (second from left) is here seen witnessing the departure from Kowloon of the 1st Batt. Queen's Loyal Regiment aboard the transport Somersetshire. (Photo: A. Leung Studio).



This picture, taken recently in Hongkong, shows the officers and men of H. M. submarine L20, one of the flotilla attached to the China Squadron. (Photo: Mee Cheung.)



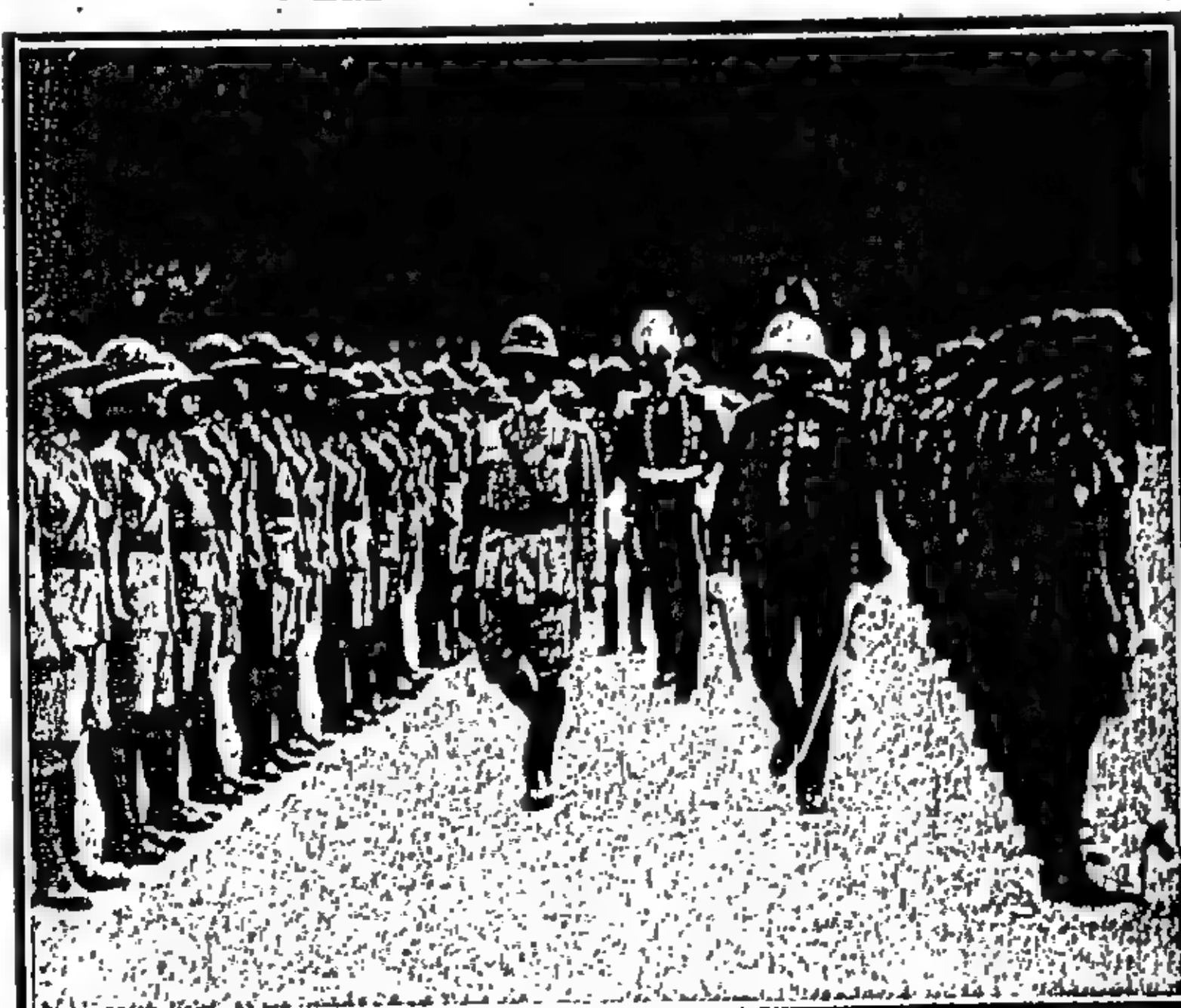
Mr. Li Yau-tsun, C.B.E. (on extreme right) presenting the prizes at the annual sports meeting of Queen's College on Saturday last. (Photo: Mee Cheung.)



Floral tributes were last week placed on the grave of the late Mr. H. Conway, killed by pirates in January, 1928, the tombstone to whose memory has been erected by the Hongkong Government. (Photo: Mee Cheung.)

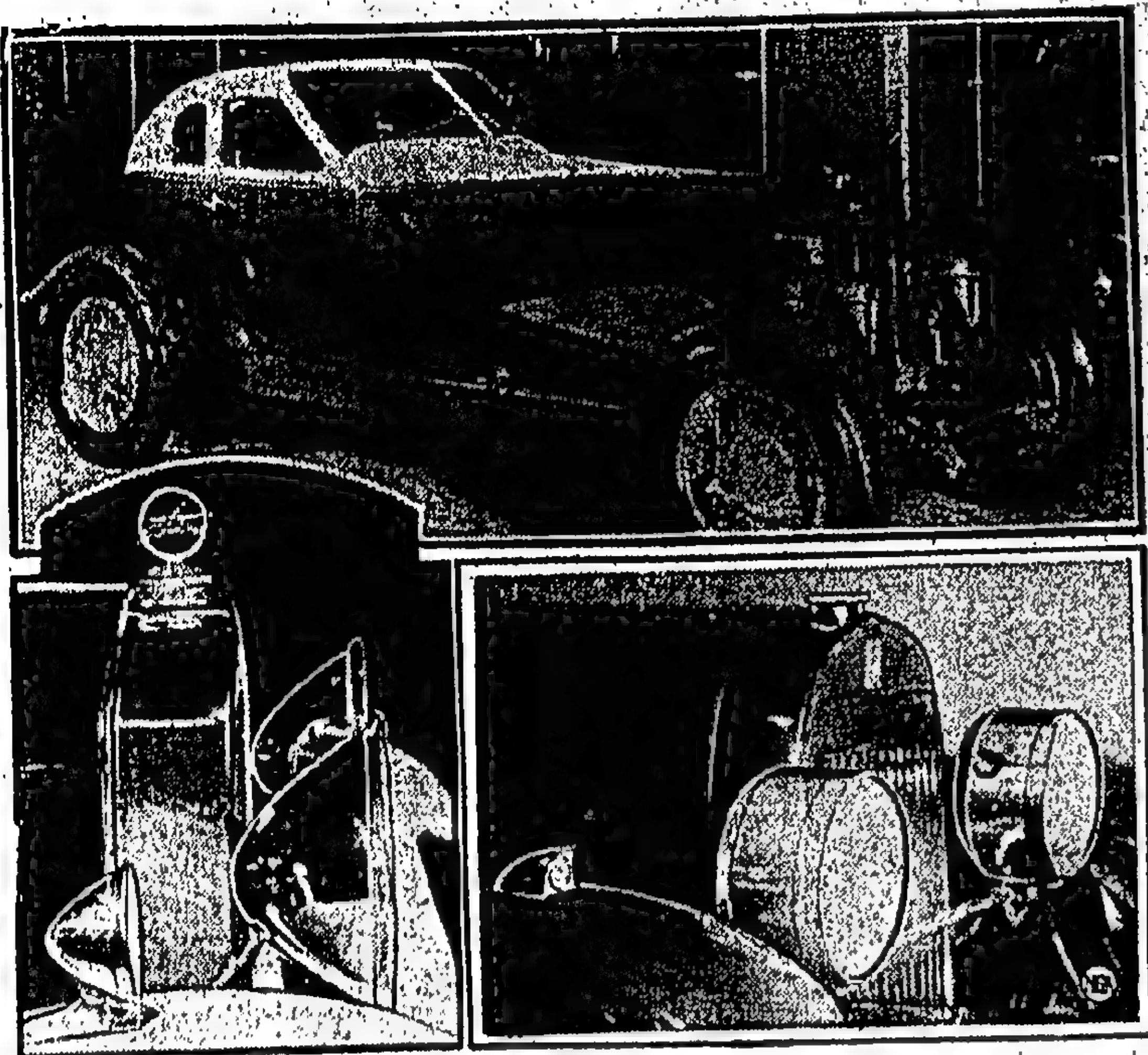


Stretcher-bearer sections of the St. John Ambulance Brigade are here seen giving a demonstration on the occasion of the annual inspection by His Excellency the Governor on the Murray Parade Ground on Tuesday evening. The expedition with which the work was carried out called forth much commendation. (Photo: Ming Yuen).



Interesting snapshots taken at the annual inspection of the St. John Ambulance Brigade on Tuesday. His Excellency the Governor is shown inspecting the Corps, making a presentation, and observing the stretcher-bearers at work. The display was witnessed by a large crowd of interested spectators. (Photos: Mee Cheung and Ming Yuen).

BOLD DESIGNS AND COLOUR SCHEMES.



Although the most extreme exhibit at the New York auto show, the Auburn speedster shown here isn't alone in the innovation of more colour in body and fender and individuality of lines. This speedster can be had for \$2495 at the factory. Below at left is a view of the Willys-Knight front, with its new tendency toward simplicity of line—radiator, fenders and lights conforming into a pleasing unit. At lower right is a front view of the du Pont, an example of many models shown with parking lights on the front fenders.

New York, Jan. 25th.—Woman has made her demands so effective in the last year that practically the entire automobile show here is devoted to her whims.

A casual glance over the new 1929 automobile models at the show forces a visitor to realize the influence woman has had on the motor trade. Style, which includes beauty of line and colour, has become the dominant factor—out-ranking such more masculine demands as performance and economy.

Next to style comes comfort, and only after these are satisfied are the performance and economy and safety of the automobile considered.

That isn't to say that these latter functions of motoring are at all neglected. Far from that. Considerable improvement has been made in the performance of the automobile. Power has been increased. The engine has been designed for easier running at the high speeds and for increased economy at all speeds.

Safety has come in for more serious consideration, what with more widespread use of non-shatterable glass in some cases extending even to the side windows. The brakes have been improved so that they will operate much more effectively and easily.

Easier to Operate Cars.

It is ease of driving that has been one of the basic motives in the design of the 1929 automobile.

For instance most of the automobiles at the present show feature their improved four-wheel brakes, improved in so far as there is less effort on the part of the driver in coming to a sudden stop. A touch of the foot on the brake pedal, in some cases, is sufficient to stop the car.

Some of the more expensive automobiles have what is termed a "servo-brake" system, by which either a mechanical or vacuum appliance is interposed between the brake pedal, and the brakes do all the work of braking. All the driver need do is merely put slight pressure on the pedal. The "servo-brake" does the rest.

What happens is that the pressure on the pedal opens a valve to the engine, in the case of the vacuum system, which in turn operates the brakes by means of suction from the cylinders. In the case of the mechanical servo-brake, the pressure on the pedal starts some gears operating a chain and cable linkage which does the heavy work.

This ease and simplicity of driving is extended to the steering. No longer is there the perspiring effort needed to apply oneself to the wheel, for an abrupt or short turn. Steering is made easier by an improved gearing of the apparatus.

Further novelties that are certain to remain permanent fixtures in motoring, because of their good to womankind, are the adjustable front seats, improved transmission for easier and foolproof gear shifting, a device that keeps the car from rolling backward on an incline, improved springs and shock absorbers and a central

chassis lubrication system, in two cases automatic.

More Thought for Passengers.

Some of the models at the New York show have adjustable rear seats and backs, for the comfort of the passengers, and some have drop centre arms for even further convenience when there are only two passengers in back. With a third passenger the arm is turned back to form part of the rear upholstery.

Cadillac and Stutz, with its new brother, Blackhawk, have made use of the "No-Back" device which automatically holds the automobile wherever it may be on an incline.

Cadillac also has what it terms a "synchro-mesh" transmission which enables the driver to shift gears quickly and smoothly without fear of clashing or other noises.

Improved springing and the almost unanimous use of shock absorbers as standard equipment make riding easier for driver and passengers. The more extended use of central chassis lubrication, which is automatic on at least two of the models shown, makes it possible for any woman to keep her car well greased without going to the trouble of having it done by mechanics.

Style Is First Consideration.

In spite of all these efforts to make motoring as easy for woman as it is for man, they are only secondary to the more appealing factor of style. This year, as the present show reveals, beauty of line and colour has far surpassed that of previous years.

Colour has been extended to the fenders in many cases, with the abandonment of the austere and conventional black almost altogether. This is especially so in case of the coupes and roadsters, although a few of the larger closed models also show tendencies to break away from the conventional.

Some cars, such as Willys-Knight and Dodge Six, have adopted entirely new body lines. The former has dropped its well-marked curves in front, more generally. The Dodge has become more "Chryslerized," in deference to its new owner, in the way of adopting a thin profile radiator shell, curved cross-roads and other effects that mark Chrysler products.

More of the 1929 automobiles have adopted vertical radiator shutters, sweeping frontfenders, individual lower designs and more graceful horizontal lines along mouldings, windows and other parts of the body that will give the entire car a speedier and more attractive appearance.

Fenders Get Small Lights.

One of the innovations that add to the style of the automobile is the adoption of parking lights on the front fenders. Some of these come out of the fenders like graceful subway kiosks, while others are set on small posts on the tops of the fenders.

The inside of the cars at the show are just as impressive, from the standpoint of beauty and comfort, as the outside. The upholstery has been improved in texture and appearance, and every little convenience the designers could think of has been included in some of the models.

So far as the performance of the modern automobile is concerned, little further is to be desired. The manufacturers have succeeded in giving the motorists more powerful motors, with higher compression and improved construction, at the cost of last year's cars. In fact, some of the cars have been reduced in price.

Economy this year is the last consideration. The mistress of the household, being considered first in the design and construction of the 1929 automobile, has left that phase of motoring to the man who pays the bills. And the man, as the new models seem to prove, doesn't seem to care.



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SUCCESSOR to a long line of dependable motor cars—the new Nash "400" adds still more prestige to an already famous name.

For, in addition to the modern charm of its style and exquisite appointments, it has that newest and finest development of the motor world—the Twin-Ignition motor.

The Twin-Ignition, high-compression, valve-in-head motor already has proved its high efficiency in racing and aero motors. Now Nash has perfected this same superior power plant for the motor car.

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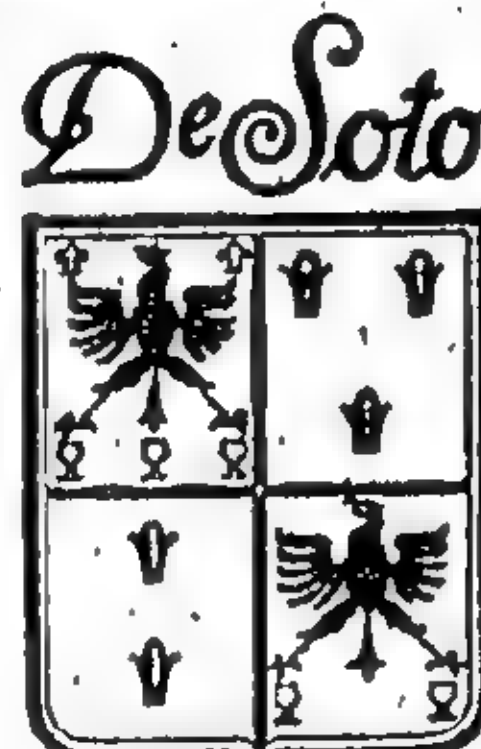
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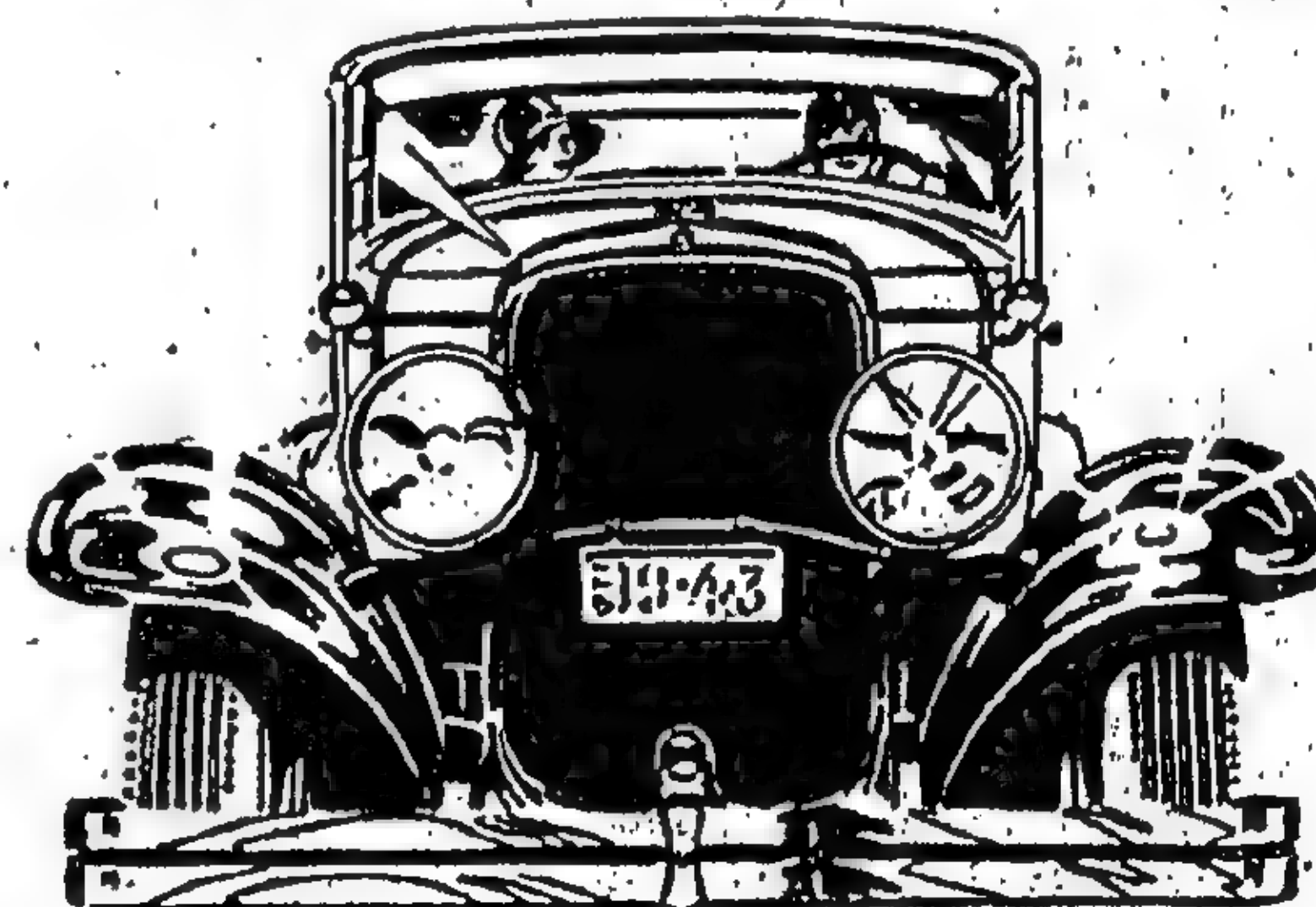
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New roominess in the long low-hung bodies, seating five adults with a surplus of comfort.

New richness of interior appointments, with high grade mohair for closed cars and genuine leather, pigskin grain for open models.

New arched window allouette, new air-wing mudguards, new charming colour combinations.

See... the new Sensation-Car

De Soto Six—brilliant and revolutionary in its field—Chrysler-built—beyond all quibble and question gives new beauty, new style, a new high quality and performance for popular-priced sixes—See it and know why the public rates it by long odds the world's outstanding value for cars selling at anywhere near its price.

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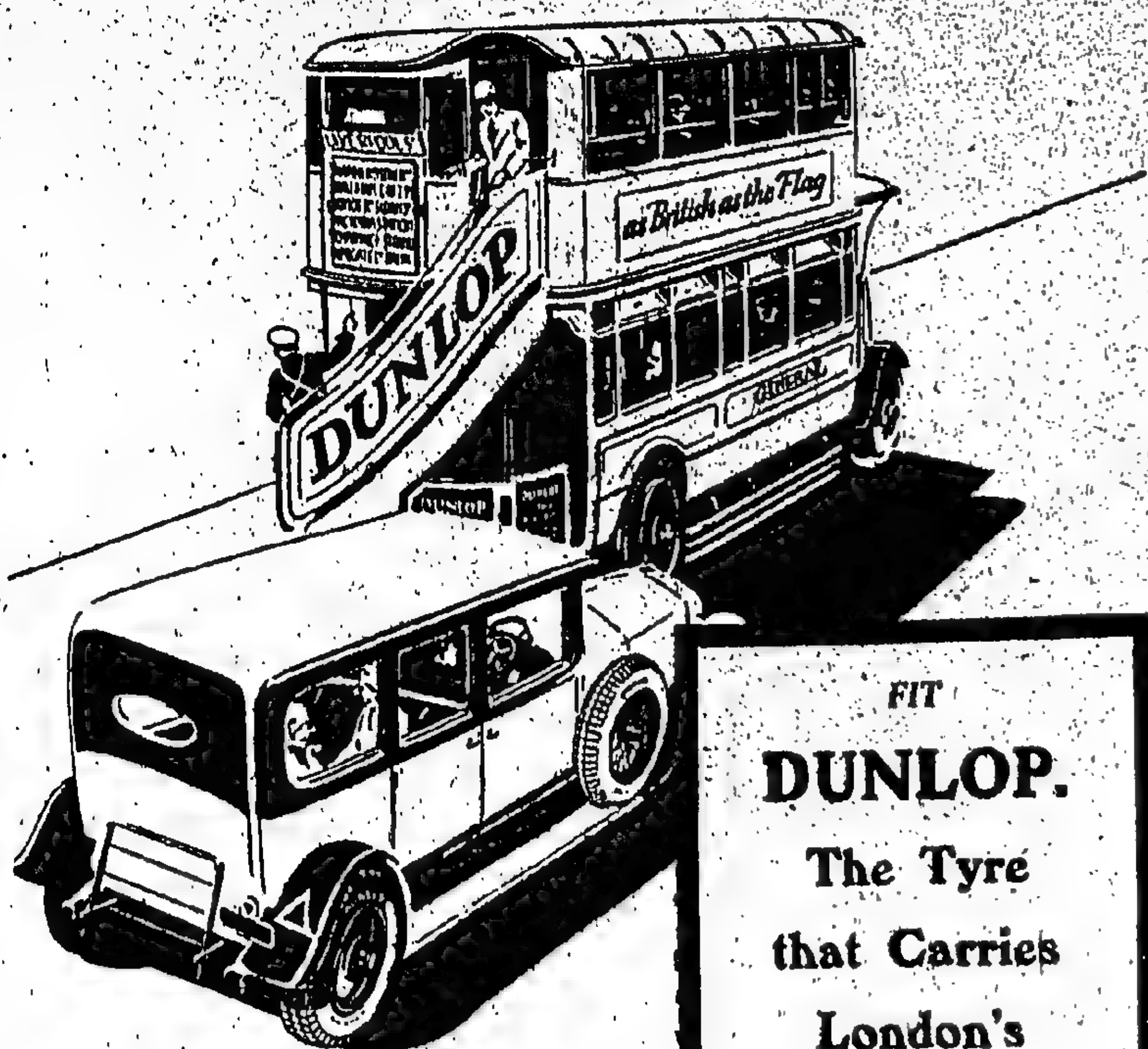
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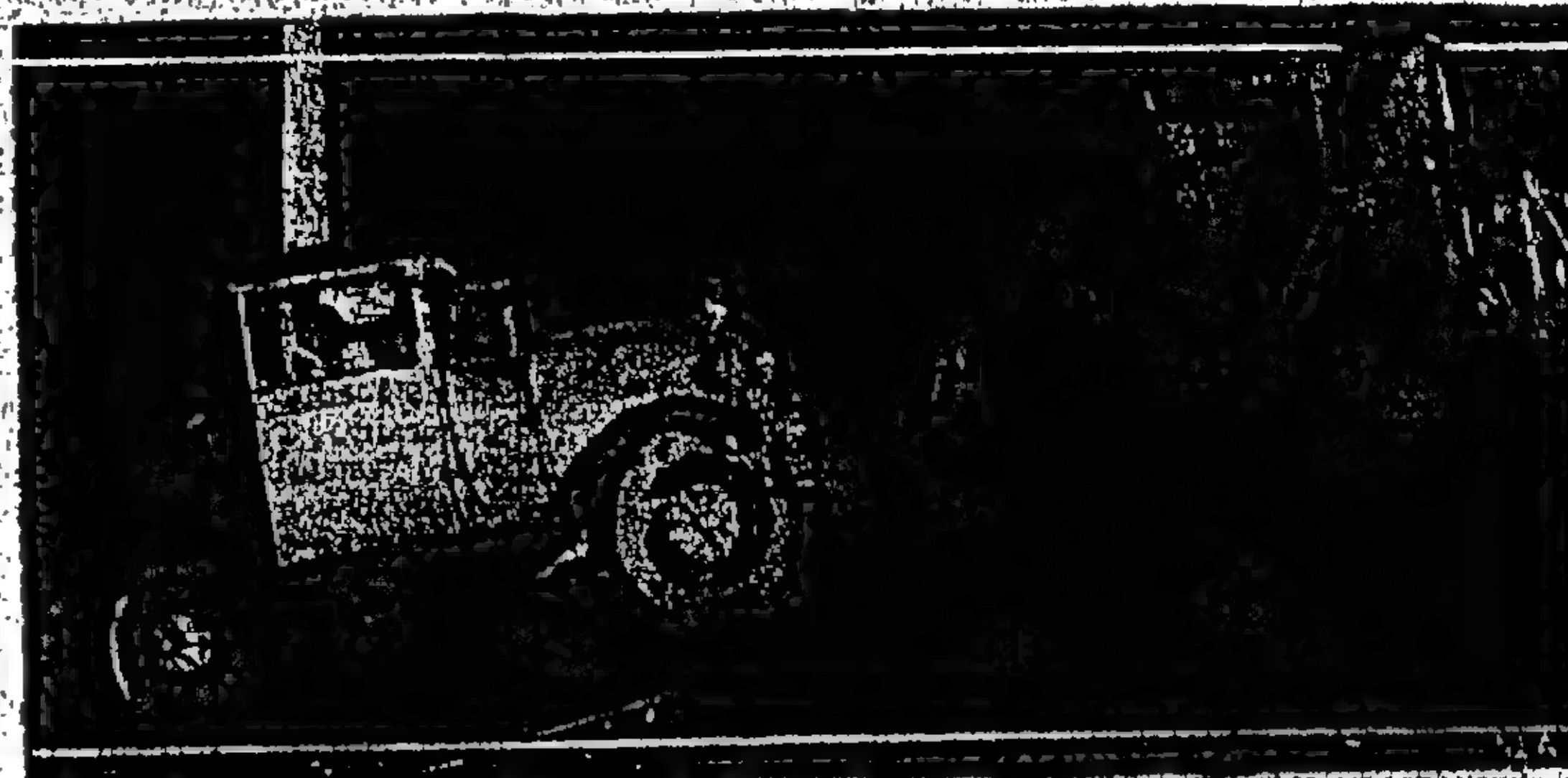
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A HEAD-ON SMASH AS THE RESULT OF CARELESSNESS.



The few local motorists who disregard the common rule which aims at keeping all traffic on its proper side of the road, should take a lesson from the above picture. Three persons were killed, two others seriously injured, as the result of an accident caused by a driver taking a bend on the wrong side of the road. This happened in the United States recently.

MOTOR CYCLING.

Prosperous British Trade.

EXPANDED EXPORTS.

Trade returns issued by the Board of Trade for the year ended December 31, 1928, provide very interesting information with regard to the progress of the British Cycle and Motor Cycle Industry.

The total value of exports have expanded to £6,901,800 as compared with the total of £480,081 in respect of imports, so that the British Cycle and Motor Cycle Industry provides a credit item in the National Balance Sheet to the extent of £6,421,719.

It is interesting to compare the value of the export trade in British Cycle and Motor Cycle products with the value of the export trade in motor car and commercial vehicle products, where, in spite of the very greatly increased value per unit, the British Motor Car and Commercial Vehicle Trade provided a credit item for the National Balance Sheet of but £1,648,948, as compared with the figure of nearly £6,900,000 for cycle and motor cycle products.

It is interesting in this connection to note what is the real value of such an export trade.

KEEPING BUSY.

Thornycroft Orders.

OVERSEAS DEMAND.

The regular influx of orders for different types of Thornycroft motor vehicles was boosted up to good purpose during one week recently, when contracts were placed for a fleet of 70 2-ton chassis by one large company already running a fleet of Thornycrofts, another for 30 omnibus chassis by the Overseas Motor Transport Co., Ltd., and one for 11 30-cwt. chassis by the L.N.E.R. Railway.

During the same week orders arrived from overseas calling for shipments of various types of Thornycroft chassis to Singapore, Holland and South Africa, the latter for a fleet of 5-ton rigid six-wheelers.

It actually provides for the purchase of non-durable imports of food and drink for a period of 5.5 days—or taking into account food and drink upon which import duties are payable—for 4.14 days. If other British Export Industries were able to achieve the same results there could not fail to be a very improved condition in the international trade position.

FUEL FROM COAL.

25,000,000 Gallons A Year.

"GYRO" SPIRIT.

Plant is being erected in England wherein 25,000,000 gallons of motor spirit will be obtained from coal in the first year of operation. The method used is the "Gyro" process of cracking oil obtained from coal by low temperature carbonisation.

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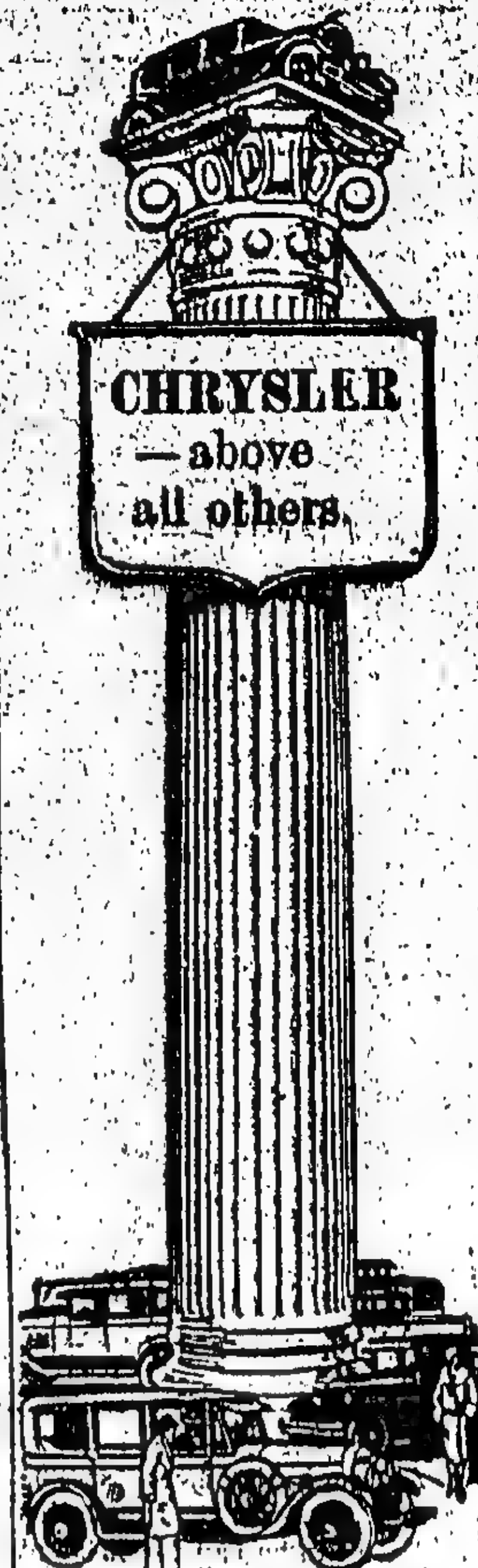
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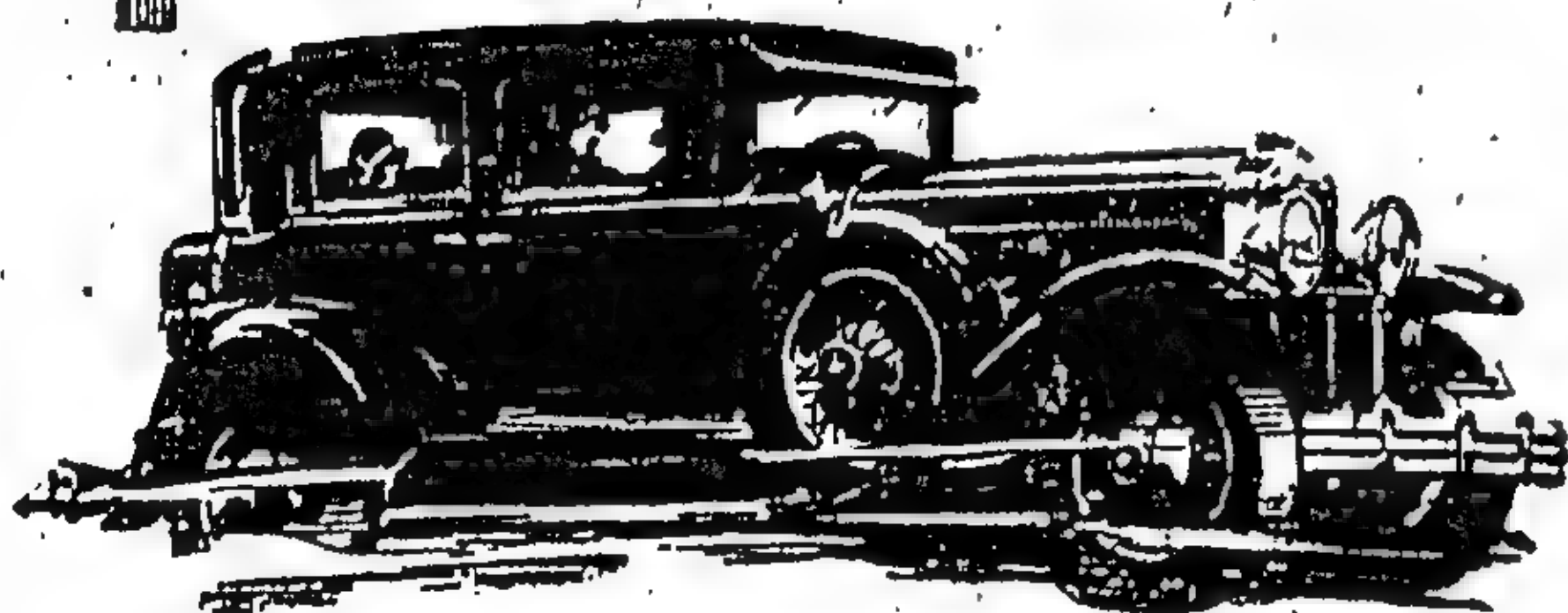
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MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph.]
[By R.A.C.]

The Rally Habit

When last year several English seaside resorts, notably Bournemouth and Southport, arranged Motor Rallies and Concours d'Elegance, it became obvious that they would become as popular in England as on the Continent where they have been regular features for some years past.

By far the best known is the annual Monte Carlo Rally which is now recognised as one of the most important gatherings of motorists in Europe. Competitors start from various points, as far apart as Athens, Riga and John O'Groats and, while it is in no sense a race, a set schedule of time for the distance covered has to be

adhered to, and competitors have to report at certain control stations so that their times can be checked. The awards are made on the basis of the distance covered, the size of the car, the number of passengers etc. Following the arrival at Monte Carlo a reliability trial, hill climb and parade for judging the condition and comfort of the cars are held.

This year the appalling weather conditions made the event particularly strenuous and out of 93 competitors, only 24 reached their goal within the schedule time. Of these two were Sunbeams, driven from John O'Groats over ice-bound roads and through many miles of dense fog, a total distance of 1,630 miles. The 25 h.p. model

secured the second prize in the Concours d'Elegance and the 20 h.p. car, which was fitted with a "Rally" Weymann body, was awarded a special prize for the excellence of its bodywork.

Another British car which put up an excellent performance was the 14/45 h.p. Talbot, driven by Miss Kitty Brunell, the youngest competitor in the Rally. This car took third place in the 2-like class in the hill climb, a remarkable achievement for an engine of only 1,600 c.c. and won the Originality prize. The body was a special Weymann Sunshine Coupe which attracted a great deal of attention on the Riviera.

Two Cars in One.

Undoubtedly the vagaries of the English climate are largely responsible for the fact that open touring cars now form a very small proportion of manufacturers' output. At the same time, there are many owners who, while appreciating the comfort of a closed car, would gladly dispense with its roof when the weather is kind and when passing through mountain-

ous scenery. Thus, the sliding roof is steadily gaining ground and some manufacturers are standardising this fitting.

The Standard people have a particularly ingenious type known as the Stanlite sliding-roof, which is standardised on their 9 h.p. and 15 h.p. saloons. The driver can, if he wishes, slide the roof open with one hand while the car is in motion and lock it in any desired position. In effect this equipment gives the benefits of two cars in one.

Reliability of Modern Cars.

The reliability of the modern car is now a by-word but it is becoming increasingly realised that even these products of engineering skill cannot but suffer severely from gross mishandling in the early days of their existence. Therefore, manufacturers are adopting methods by which they cannot be over-driven during the first 500 miles and the Singer Co. have introduced a very effective arrangement. This consists of a sealed set-screw which controls the opening of the throttle-barrel and it is a condition of the firm's guarantee that this set-screw shall only be removed by a Singer dealer after the car has done 500 miles. Such an arrangement is undoubtedly in the best interests of the owners.

Big mileage figures at very low cost are continually quoted by motorists from their personal experience. A commercial traveller, for instance, who lately purchased an 18/50 h.p. Star fabric saloon, ran 14,500 miles in the first 9 months, carrying an average load of 4-5 cwt. of samples in addition to a passenger. Over this distance the petrol consumption averaged 21 m.p.g. and oil no less than 2,300 m.p.g. This car, incidentally, has a maximum speed on top of 63 m.p.g. and 43 m.p.g. on third.

When purchasing a new A.C. Acecides 6-cylinder model recently the owner stated that his 4-cylinder model did over 65,000 miles in the 5 years that he had it and did not cost him £5 for spares. During that time it never had a real overhaul and the only compulsory stop on the road was due to a punctured front.

Colonel Ian Forbes' 14/20 h.p. Wolseley of 1908 has, by now, become quite famous for, apart from this old car's fine running, there are few private motorists who keep such careful records of every item of running costs over a period.

The figures are certainly interesting. Over a total of 101,440 miles the average petrol consumption is 20.95 m.p.g. and the average cost per mile 8.7 pence. This latter includes licences, insurance and sundry repairs and overhauls. Actually, the engine has only seen the light of day three times and the original piston rings, valves and clutch leather are still in use.

The Question of Components.

Of course, the reliability of the car is largely dependent on its components and of these none plays a more important part than the electrical equipment, which has often been described as the heart of the car. Take, for instance, the case of record-breaking at Brooklands track. Last Autumn a 1½ litre hyper sports Len Francis put up a new world's record by covering 900 miles 1,403 yds. in 12 hrs. and the whole strain was borne by the Lucas batteries as the dynamo was disconnected. Various stops were made and each time the starter functioned perfectly while towards

the end the lighting set was used. Then again an Alvis super sports car put up a new record of 960 miles 1,023 yds. and again Lucas equipment functioned perfectly, lighting two head lamps with 30 watt bulbs for 8 hours though in this case also there was no assistance from a dynamo.

Ousting the Trams.

Recent issues of "Motor Transport" show the increasing tendency among enterprising towns to stop spending money on their tramway systems and instead, at the end of their economic life, to operate trolley buses. Hastings and Wolverhampton were among the pioneers of this movement and other towns are now examining the type. Actually, some 18 undertakings are applying for Parliamentary powers to operate trolley buses at the present time.

Of course, compared with the tramcar the trolley bus possesses much greater mobility and is very quiet. Its rapid acceleration enables it to give the quickest possible service where traffic is heavy and stops are consequently frequent. One of the leading makers, Ransomes, Sims & Jefferies Ltd. have supplied a number of buses for Overseas including Georgetown, Panama, Bloemfontein, Medellin, Colombia; and Posen. Among home towns using Ransomes trolley buses are Ipswich, Loughborough, Darlington and Maidstone.

Special Purpose Vehicles.

H.R.H. The Duke of York and other visitors to the British Industries Fair at Birmingham this year were appreciative of the vehicles provided by the organisers to enable them to get from one part to another. The type employed had to be easy to load and unload and, accordingly, the Lister auto-truck was selected and a fleet was kept busy. The accommodation was for 12 passengers.

Auto-trucks are the invention of R.A. Lister & Co. and have made a name for themselves in use in factories, railway stations, docks and such like. Being petrol driven there is no loss of time incurred for recharging. The power unit is a 4½ h.p. fan-cooled J.A.P. engine and the truck, in its simplest form, has a carrying capacity of one ton and a drawing capacity of 3 tons. It costs less than 1d. a ton-mile to run.

Every now and then road transport vehicles are called upon to carry extraordinary loads. Not long ago, for instance, the skeleton of a 33 ft. Ichthyosaurus, a fearsome marine reptile, was unearthed in the Midlands, carefully divided into suitably sized blocks for travelling, and despatched by road on a Sentinel six-wheeler to the Natural History Museum in London.

A more prosaic but none the less interesting load on another "Sentinel" vehicle was a 10-ton load of "Renold" chains to one customer, part delivery of a single order. Most appropriately the vehicle carrying the load was fitted as standard, with chains of the same make.

Dealing With Difficult Loads.

There is undoubtedly an increased demand for special types of vehicles to deal with difficult loads in which a low loading level is essential. Such objects as heavy electrical machinery and cable drums are obvious instances.

Unfortunately, many of the so-called low loading chassis on the market to-day are misnamed as will be revealed by a careful examination. A genuine low-loader,

THE NASH "40 0" ROADSTER.

At the Chicago Automobile Show on January 26th, Nash introduced one of its smartest "400" cars when the new Special Six Roadster was formally presented to thousands of motorists at the great motor exhibition hall.

The new Roadster—Model 436—was one of the sensations at the Auto Show, because of its rare combination of comfort and style.

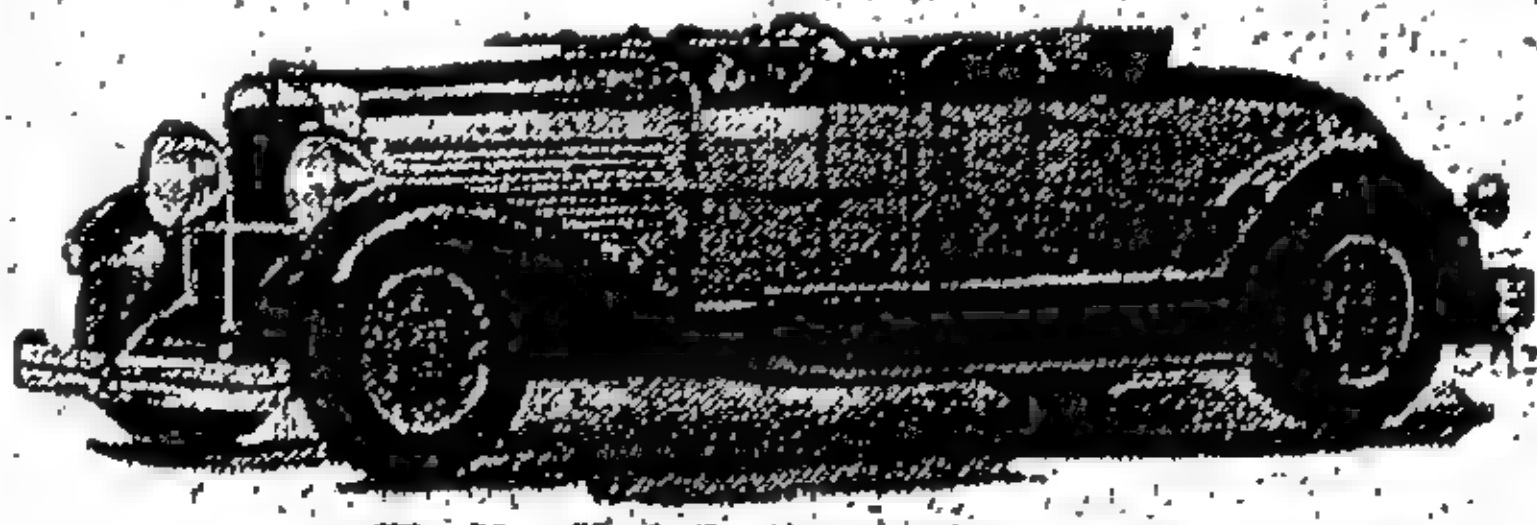
Those who delight in a trim open car, swung low to the road, designed with long sweeping body lines, blessed with hair-trigger acceleration and powered with the famous Nash twin ignition, high compression, valve-in-head

lamp the rods and upright posts between the frame and each headlamp.

The windshield, set in a chromium plated frame, is of the folding flat type, much favored by sport-loving individuals who drive the smartest motor cars.

Upholstery in the new Roadster is Bodouin grain leather; the cover and top boot are of material to match. The top folds down flat and with the boot fitted is only about four inches thick, thereby greatly enhancing the grace of the body silhouette.

Special attention has been given to passenger comfort as evidenced by the extra wide cushion which is set excep-



The New Nash Roadster—Model "436"

motor will positively revel in this new Nash creation.

In appearance it is a color symphony of rich, deep cedar and beige; fenders and upper body in cedar with center side panels in beige.

Five wire wheels, in bright orange color, are standard equipment. Their special design includes extra large hub caps with the hub nuts skillfully concealed.

Additional charm is provided by the horizontal louvers in the hood and the chromium plating of lamp brackets,

tionally low in the car so that occupants enjoy a feeling of "sitting in" the car rather than on top of it. Tilted sides emphasize this new feature which is at present exclusive to Nash.

For the driver and front seat passenger a comfort and rest division is supplied similar to that furnished in the rear seats of Models 464 and 467. An arm rest is also built into each side door for further convenience and comfort.

The new "436" is a car for youth and for those who stay youthful.

MODERN TRAVEL.

New British Airliners.

INCREASED RADIUS.

The three new Armstrong Siddeley Argosy Airliners now being built in Coventry for Imperial Airways, Limited, will be equipped with an interesting type of servo lateral control which, when combined with the anti-stalling automatic slots, will make the machines still safer and easier to fly. The new liners will be fitted with more powerful Jaguar engines of the geared type, and as the propellers turn slower in consequence and are situated farther away from the cabin their noise will be less noticeable. An improved arrangement of exhaust piping will also decrease the noise, while the comfort of passengers has been further studied by the perfection of a new type of ventilating system and a very attractive interior colour scheme designed by a well-known artist.

Owing to various improvements in design the cruising speed has been increased from 90 to nearly 100 m.p.h. The radius of action has also been increased from 350 to 500 miles owing to the large supply of petrol carried.

however, is the Latil type NP5LL in which the height of the frame when loaded is actually under 2ft. from the ground. This is achieved by employing front wheel drive and dropping the frame behind the driver's seat. Thus, a much lower loading line is secured than would be possible with driven rear wheels. The differential gear is carried in the forward part of the gearbox and can be locked if desired from the driving seat. The drive is taken through universally-jointed driving shafts to external toothed final reduction gears which are mounted in oil-tight casings on the front axles.

The name of Scammell is famous in connexion with the transport of huge loads; the 6 and 8-wheelers of this type are in use today in many parts of the world. It is, therefore, interesting to learn that the same firm is building a 14-wheeler capable of carrying the enormous load of 100 tons. This is, of course, only intended for very special purposes such as the carriage of particularly heavy machinery, by road. At present such loads are to be seen carried on steel shod trailers with some three steam traction engines drawing them. They do enormous damage to the road surfaces; require about 12 men in attendance, are very slow and have to be replenished with fuel and water every few miles. The new Scammell will have about twice the speed, will carry a crew of 8, be entirely self-contained and can negotiate a gradient of 1 in 9.

Flourishing Export Trade. It is exceedingly satisfactory to note that the total value of exports of British cycle and motor cycle products for 1928 reached the figure of £6,901,800. As £430,681 represents the value of imports there was a credit item in the National balance sheet of £6,471,119. Such a figure actually provides for the purchase of non-dutiable imports of food and drink for a period of 5.3 days; an interesting commentary on the real value of such an export trade.

Matchless motor cycles have been doing extremely well. Whilst their total deliveries were 16 p.c. in excess last year and 64 p.c. above the previous year, the export trade was 112 p.c. over last year and 151 p.c. over the previous year.

Incidentally a model V2 racing "Matchless" has recently achieved the honour of being the first motor cycle of its class to exceed 100 m.p.h. in Australia.

Mr. Munro's 9,000 mile ride round Australia on his single-cylinder Ariel was certainly a wonderful performance. Apart from the rider, the machine carried 7½ gallons petrol, 1½ gallons of oil and 1½ gallons of water and a very heavy kit of blankets, clothes, food etc., and yet no mechanical trouble of any sort was experienced. Almost every variety of weather conditions and "road" surface were encountered in the course of this adventurous journey and its successful accomplishment speaks volumes for both rider and machine.

Royal Riders. Among the latest converts to motor cycling is Prince Carl, Junior, of Sweden, who has just taken delivery of an Ariel machine. He is reported to be keenly interested in the mechanical side and to have a distinct leaning towards racing, though it is unlikely that his position will allow him to indulge this.

Prince Nicholas of Roumania has recently purchased a Triumph motor cycle and side car through the company's representative in Bucharest. The roads of the Balkans are not remarkable for their excellence so that it is the more satisfactory that Prince Nicholas has selected a machine of a make that is known even in the most remote districts overseas.

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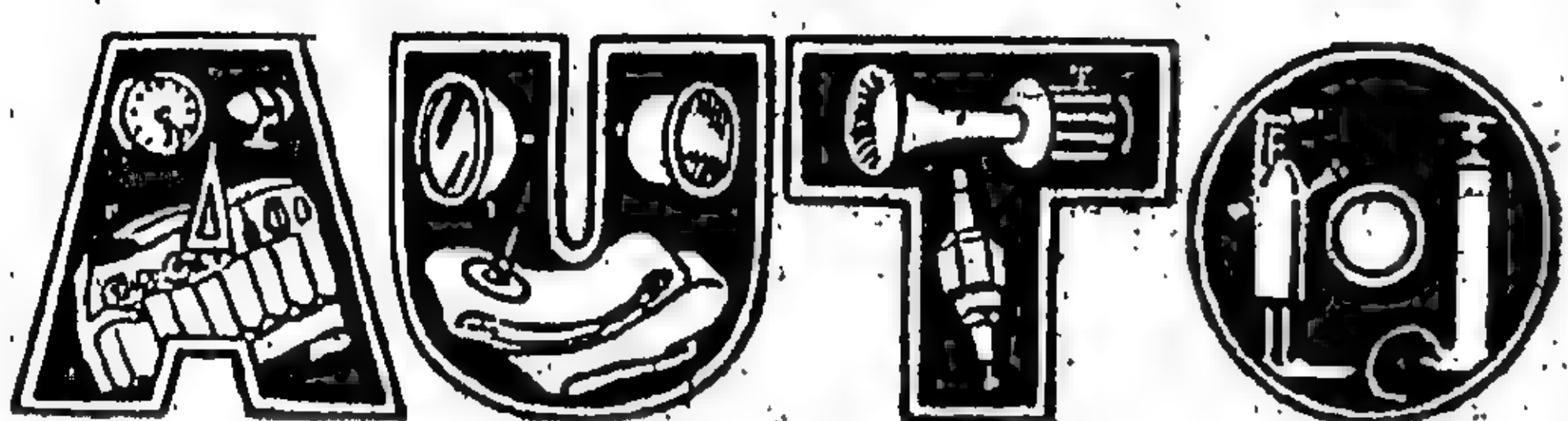
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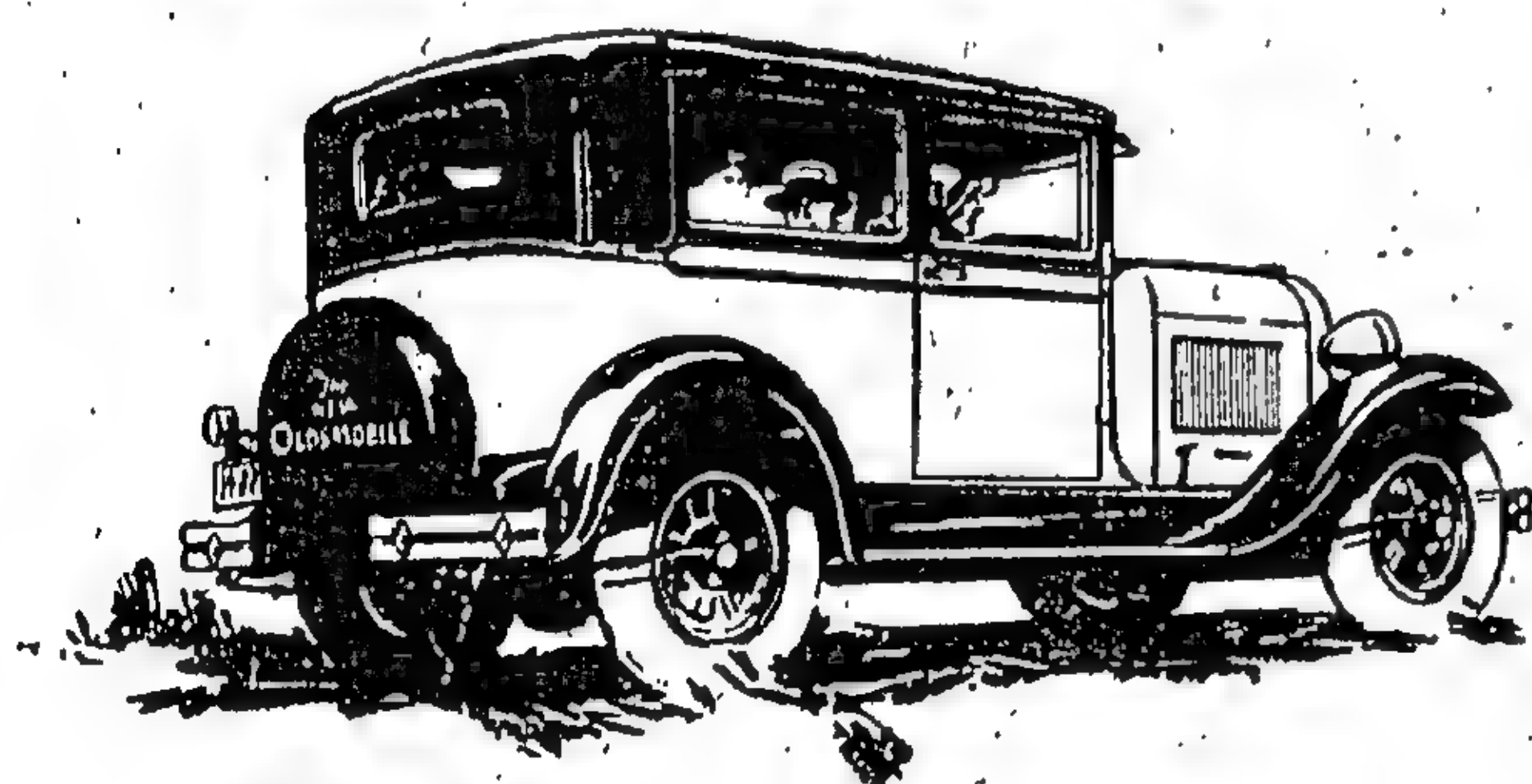
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There's only one way to find out what this new Oldsmobile will do... drive it yourself!

Try it in traffic. Pull up abreast of the line at the stoplight and outprint the field. Seek a crowded boulevard. Oldsmobile's sparkling acceleration, finger-tip steering and positive-acting four-wheel brakes make you master of every situation.

Take it out on the.

highway. Note how quickly the great new 35-h. p. engine responds to the throttle. Test its speed, its power, its amazing hill-climbing ability. Mark its smoothness and quietness at every speed.

Then make the same performance tests with any other car and compare results. If you let a ride decide, you're sure to choose an Oldsmobile.

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M\$2,500.00

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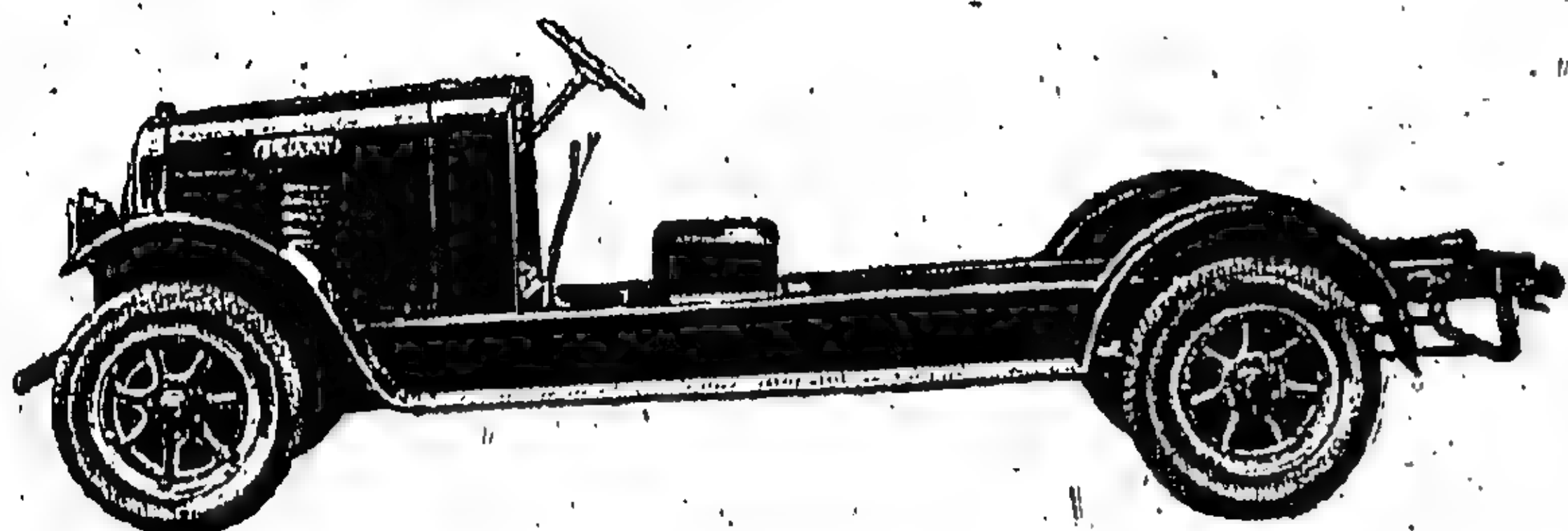
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OLDSMOBILE

PRODUCT OF GENERAL MOTORS

UNMATCHED IN APPEARANCE
AND PERFORMANCE

BROCKWAY TRUCKS



THE BEST LIGHT TRUCK TRANSPORTATION
OBTAINABLE.

*We shall be pleased to convince you
of the excellence of these vehicles.*

THE ASIATIC AMERICAN CO.

SHOWROOM 11, Queen's Road. Tel. C. 575.
OFFICE 48, Stanley Street. Tel. C. 244.

THE NOISE QUESTION.

Motor Cyclist's Appeal
Allowed with Costs.

CASE AT LEEDS.

At the Leeds Quarter Sessions just held, the Automobile Association successfully appealed against the conviction of a motor-cyclist for riding a machine with alleged inefficient silencer.

On behalf of the Police Authorities it was urged that whilst the silencer was normally an efficient one and in proper condition, on the occasion of the alleged offence, in the opinion of the Police it was ridden in a manner which caused undue noise. For the appellant evidence was given by an A. A. expert to the effect that the silencer was thoroughly efficient and had not been tampered with in any way.

The Recorder Mr. E. A. Mitchell Innes, C.B.E., K.C., intimated that he did not wish to hear any further evidence. He yielded to none in his hearty dislike and hatred of motor-cycles, but the question was one which had to be decided on the interpretation of the Order. The Order did not mean that a motor-cyclist was to make NO noise in using his motor-cycle, and in his view the silencer was "suitable and sufficient for reducing as far as may reasonably be practicable the noise which would otherwise be caused by the escape of the gases." That seemed to him to put "an end to the case" and the appeal would be allowed with costs.

This decision is of considerable importance to motor-cyclists, dealing as it does with a machine of a type which had been officially certified by the Automobile Association as satisfactorily silenced, the makers being granted an A.A. Certificate of Silencing Efficiency.

MOTORS & TRAINS.

Sir J. E. Thornycroft
Becomes Rly. Director.

A LEADING AUTHORITY

An interesting link has recently been forged between railway and road transport interests by the appointment of Sir John E. Thornycroft to the board of directors of the Southern Railway.

Sir John is managing director of the well-known firm of engineers and shipbuilders, John I. Thornycroft and Co., Ltd., with extensive Works at Southampton, Basingstoke and Reading engaged in the production of ships, motor vehicles and marine engines, which find their way into all parts of the world.

Now that British railways have secured Parliamentary powers to operate motor vehicles great developments are proceeding. The Southern Railway have not yet followed the lead of the Great Western, and London and North Eastern, who have established regular road services of Thornycroft motor coaches or omnibuses, but it is believed that the Southern Railway have intentions of embarking on similar services, and it is significant that prior to joining the railway directorate Sir John E. Thornycroft paid an extended visit to South Africa, where he had an opportunity of investigating the co-ordinate system of rail and road services operated by the South African Railways.

Sir John E. Thornycroft is regarded as one of the leading authorities on motor engineering and transport, for he has been greatly responsible for the wonderful evolution of Thornycroft motor vehicles to their present high standard of efficiency, since the original Thornycroft steam wagon, the first self-propelled commercial vehicle to run on British roads, was built in 1895.

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

The
Choice
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G. W. R.
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SOUTHERN RAILWAY
for their new
RAIL-ROAD SERVICES

THORNYCROFT

SIX-CYLINDERED

COACHES & OMNIBUSES

Preferred by experienced users!

Further particulars of our Lorries, Vans, etc., for 1½ to 7 tons, and Coaches or Omnibuses for 20 to 45 passengers forwarded on request to:—

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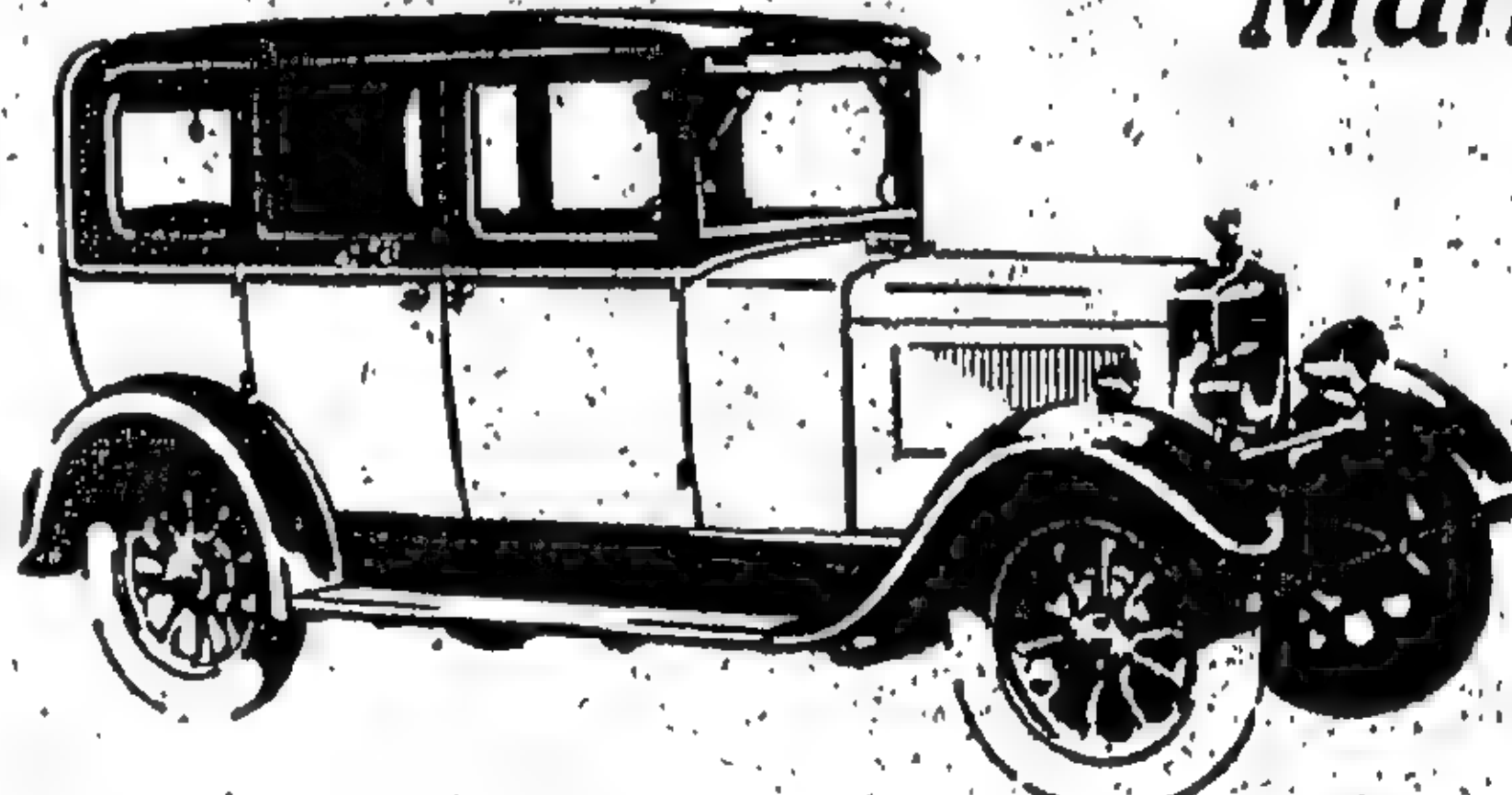
Write us and our representative will call.

Telephone Central 4831.

DEAL DIRECT.

MORRIS

—built for a World
Market



PRODUCT of Europe's greatest automobile building organisation, they go to the cities, the hills and the plains. To all countries, and, under all conditions, making tracks round the world.

MORRIS—the name with a million friends, the name that is trusted where the test is performance.

The reason for such world-wide confidence is the men behind the machine. The men who design with knowledge of conditions, the men who build fine material with expert care to make a car to meet the condition. The result is the Morris car, built to be worthy of your confidence.

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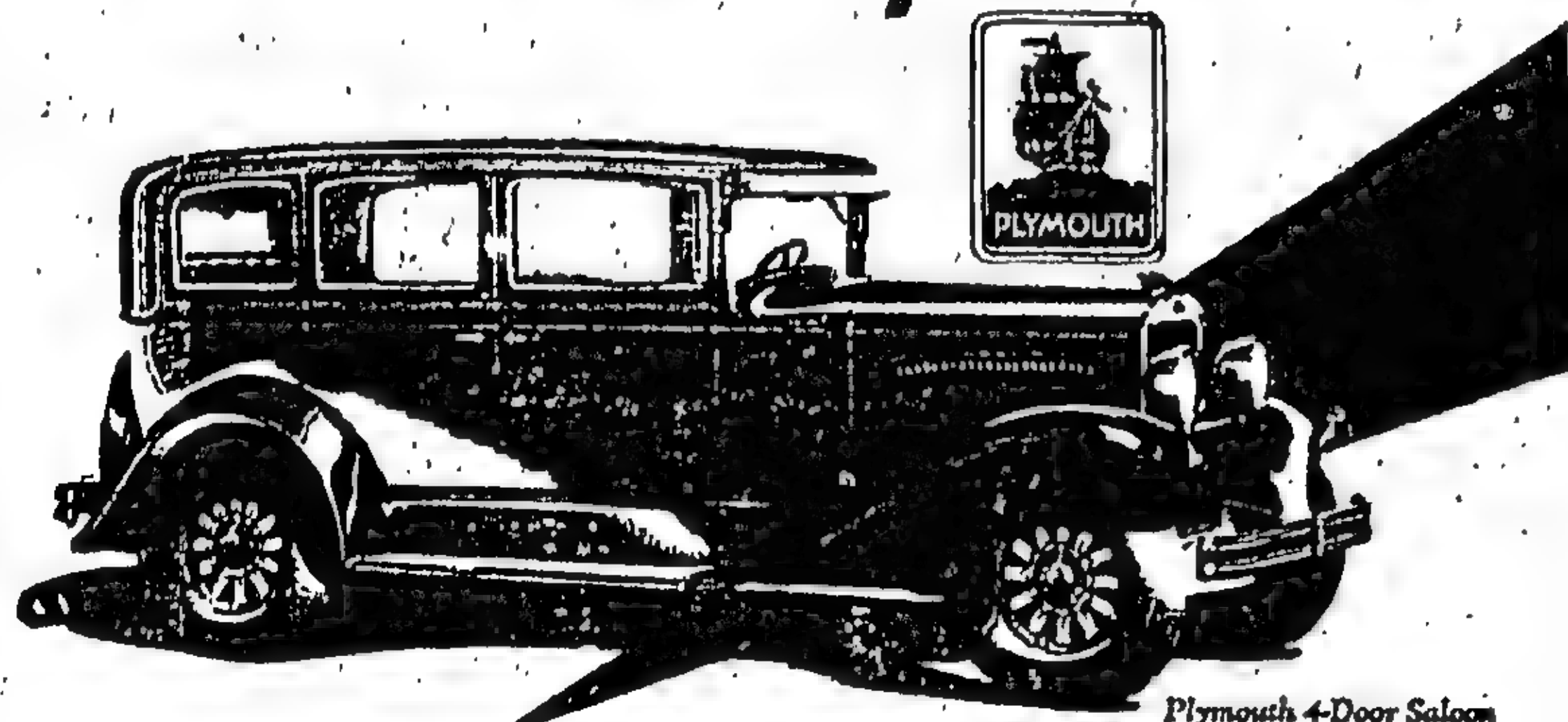
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MORRIS MOTORS (1926) LTD., COWLEY, OXFORD, ENGLAND

THE HONG KONG HOTEL GARAGE
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The Only
FULL-SIZED CAR
in the lowest-priced field



Plymouth 4-Door Saloon

In sharp contrast with the few other cars of its price group the new Chrysler-built Plymouth offers full-sized bodies, deep, luxurious upholstery with ample room for adult passengers.

The new Plymouth offers also in beauty and original style, in speed, power, quiet and smoothness—the quality you could get heretofore only for far more.

It gives you the utmost in safety, because of internal-expanding hydraulic 4-wheel brakes, positive in any weather.

Examine, point for point, the features which place Plymouth foremost in its field. Then drive it—and you will know why scores of thousands today enthusiastically acclaim Plymouth the greatest value in the lowest-priced field.

PLYMOUTH

SOLE AGENTS—

The Republic Motor Co. of China.

(Successors A. LUNG & Co. Auto Department.)

30, 32 Des Vœux Road.

TOURIST SHIP IN HONGKONG.

THE "RESOLUTE" HERE ON BIG WORLD CRUISE.

LEAVES TO-MORROW.

The popular H.A.L. tourist liner Resolute arrived in Hongkong yesterday on a world cruise and is due to leave again to-morrow. She is commanded by Captain Fritz Kruse.

During her stay in port, the Resolute will be thrown open to local residents who desire to inspect her, but applications for tickets for this purpose must be made to Messrs. Jensen and Co., of Pedder Building. Incidentally, there are still a few berths available on this fine ship, and an opportunity is thus provided for those who wish to take part in the remainder of its tour.

After leaving here, the Resolute will call at Keelung, Shanghai, Chingwangtao, (side trips to Peking, Tientsin and "The Great Wall"), Chemulpo, Miyajima, Inland Sea of Japan, Kobe, Yokohama, (side trips to Tokyo, Nikko, Kamakura), Honolulu, Hilo, San Francisco, Los Angeles, Balboa, Colon, Havana and New York.

Thirty Countries.

The present cruise of the Resolute covers an itinerary that is both comprehensive and unique. Visits to 30 countries and 63 ports and cities are included in the price of the cruise, and some of these places are included in no itinerary but that of the Resolute. Furthermore, in arranging this itinerary, care has been taken to avoid countries which are less interesting and to concentrate upon those countries which are strange and fascinating.

Sailing Eastward from New York in early January, it has been possible to meet the best seasons in each country—for instance, the height of the social season in Cairo, India in cool weather like our May, Peking in springtime and—the desire of all travellers—Japan in Cherry Blossom Time.

En route to the Mediterranean, the Resolute has called at Madeira and at Gibraltar, including Algeiras, Spain. In the Mediterranean, calls were made at Algiers, the African Riviera; Monaco, Monte Carlo, Marseilles and Nice, the French Riviera; Naples, Athens, the Holy Land, with an included excursion to Jerusalem—then to Egypt, with an included excursion to fascinating Cairo, the Sphinx, the Pyramids and the Nile, and an optional excursion to Luxor, Thebes and the Tomb of Tut-ankh-Amen. Djibouti, also called at, is in French Somaliland, never visited by any cruise but the Resolute.

Nearly 400 Passengers.

This is the sixth world cruise of the Resolute, and she has on board 379 passengers, these comprising many eminent citizens of the United States, Germany, Spain, France, Switzerland, Cuba and South America.

Among the more prominent aboard are Mrs. William Hamilton Bayly, honorary president of the Young Women's Christian Association, of Washington; Judge Abram I. Elkus, of New York City, United States Ambassador to Turkey from 1916 to 1920; Laura Rossing (Mrs. John E. Fennell of Hollywood) of Hal Roach Comedy fame; Oran McCormick, publisher of "Modern Shoemaking International," of Boston; Henry Lee Norris, Director of Works of Columbia University, New York City; Jefferson Penn of Reidsville, N.C., manufacturer of "Lucky Strike" cigarettes; T. F. Thime of Fort Wayne, Ind., retired president of the Wayne Knitting Mills and the Thime Hosiery Company of Los Angeles; Rev. John A. Wade of New York City, rector of St. John's Cathedral and chaplain of the New York police department; and Mrs. Simon Wolf of Washington, D.C., widow of the late Hon. Simon Wolf, former United States Minister to Egypt.

Among an independent party of nineteen who left the Resolute at Bangkok to visit the ruins of Angkor-Wat in Cambodia, and who are rejoining the ship in Hongkong, having arrived from Saigon by local steamer on Wednesday, is Mr. Max Epstein, president of the General American Tank Car Corporation, his wife and daughter, Lucille, of Chicago. Miss Katharine Elkus, daughter of Judge and Mrs. Elkus, is also with the Epstein party.

Local Trips.

During their three days in Hongkong the Resolute passengers will visit the Peak, Repulse Bay and either Macao or Canton. Yesterday afternoon and evening, after dinner at the Hongkong Hotel, they were free to visit the shops and cinemas. Forty-five left on the nightboat last evening for Canton, 150 more going by day boat this morning. They will all return from Canton to the Resolute.

WHEN WE LIVE IN GLASS HOUSES.

STEEL CITIES OF THE FUTURE.

Life in labour-saving glass and steel houses, furnished with artistic steel furniture, was pictured by Mr. Howard Robertson, the well-known architect, in a lecture before the Architectural Association.

The house of the present, he said, was cold and uncomfortable—that of the future would be a "machine to live in."

It would have windows on all sides and a garden on the roof. Smoke, by a central electrically supplied for heating as well as cooking, would be eliminated, while burst water-pipes, which he described as worse than bad architecture, would be unknown.

No Traffic Dangers.

The city of the future, said Mr. Robertson, would be one of glass-encased buildings, higher than they were now, but of uniform height, and roof walks along which the pedestrian could stroll or shop immune from traffic dangers.

"The roofs of London," Mr. Robertson added, "as we see them today form one vast space. With our steep roofs we lose the opportunity for a magnificent thoroughfare—in the city of the future it may be practicable to walk upon the roofs from one end of it to the other."

The new Regent-street represented to him a street of lost opportunity. "Picture it as a two-level street, with pavements and shop windows at first floor level, and with a great sweep of garden terrace on the roof. It would have been one of the architectural glories of Europe."

THE LAW OF THE ESSAY.

(Continued from Page 8.)

most inevitably also will he use some description, and often most of the essay will be the presentation of visual pictures. His reflection will take the form of exposition, however brief and conversational; he may as often become generally argumentative and even oratorical—for a phrase or two, here and there; he knows that he has the resources of dialogue always at hand to make his sentiments more intimate and personal. Together with all freedom to introduce appropriate quotation, either in prose or verse, our essayist thus commands the range of all types and what is still more astonishing he can use them all within a single unit.

Outlined in this brief glimpse, such liberties would appear to lead the writer into an irresponsible vein and fragmentary results. How can he possibly fuse so many kinds of literary forms into a unified whole? Perhaps you will say that his salvation is, like the lyric poet's, to achieve consistency of tone or mood, and indeed this is the secret of his successful blending of many diverse elements. Which does not mean that he cannot run the gamut of moods within his unit; he may pass without warning from the gay to grave, from the most lightly whimsical to the most solemn earnest (though he must not strain the latter for long). Yet underlying these fluctuations of mood must run a subtle undercurrent which can be divined rather than analyzed. And this is the only law of the essay. It is the law (may we not say?) of the friendly letter, in which amid all the miscellaneous narrative, description, and diverse sentiments the unifying bond is woven by the personality of the writer. What unique liberties then does the friendly essayist enjoy! Even the one law which he must obey is itself his highest privilege, the privilege of being his truest and most interesting self.—P. K. in the Christian Science Monitor.

solute about midnight. Those not making the Canton optional are visiting Macao to-day, leaving the Resolute at 8 a.m. and returning thereto in time for dinner.

On Easter Sunday, after a sunrise service aboard the Resolute, the full complement of visitors will make the excursion to the Peak and to Repulse Bay, half of them going to the Peak in the morning and to Repulse Bay in the afternoon and the other half reversing the programme. The "Resolute" will call at 6 p.m. on Sunday, for Keelung, Formosa, where she is due to arrive at 6 a.m. on Tuesday.

The Resolute is 618 feet long, 72 feet wide, is 50 feet above the water and has a draft of 32 feet. Her gross tonnage is 19,692, with a capacity for 3,229 tons of fuel. Built exclusively for de luxe cruising, with no cargo facilities whatever, she is not only one of the most beautiful and luxurious steamships afloat, but is known around the world to-day as the "Queen of Cruising Ships."

SUDDEN DEATH OF A GOVERNOR.

NOTED QUEBEC STATESMAN PASSES AWAY.

SIR LOMER GOUIN.

Quebec, Mar. 29.

The death took place suddenly to-day of the Lieutenant-Governor, Sir Lomer Gouin, whilst he was proceeding to prorogue Parliament.—Reuter.

Sir Lomer Gouin, the French-Canadian lawyer and statesman, was born at Grandines, Quebec Province, in March, 1861, his father being a doctor. He was educated at Borel, Laval and Laval University. In 1884 he was admitted to the Quebec bar and in 1909 became a Q.C. He was one of the leaders of the provincial bar and practised in Montreal. The Quebec representative on the

INVESTITURE.



H.E. the Governor investing Mr. A. Morris with the insignia of a Serving Brother of the Order of St. John at the annual inspection of the Ambulance Brigade on Tuesday last. (Photo: A. Fong.)

boards of several large Canadian financial institutions, he was also director of some industrial undertakings.

He was a member of the Quebec Provincial Parliament from 1897 to 1920, first for Montreal and then for Portneuf. He was elected to the Public Instruction Council in 1898 and appointed Minister of Colonization and Public Works in 1900. From 1905 to 1920 he was Premier and Attorney-General of Quebec. He was knighted in 1908 and made K.C.M.G. in 1913.

Attempts were made by Sir Robert Borden to get him to join his Coalition Ministry, but these failed and subsequently Gouin declared his allegiance to the Liberal Opposition. He entered the Federal Parliament in Dec. 1921, when the Liberals came into power, as member for Laurier-Outremont and was appointed Minister of Justice in the Cabinet of Mackenzie King, a post which he held until Jan., 1924. In May, 1926, he started a fund at Montreal to aid the French franc.

Gouin, who was President of Montreal University, married, in 1888, a daughter of Honore Mercier, ex-Premier of Quebec.

EXECUTION AGAIN DENIED.

(Continued from Page 8.)

Mr. Ting Wei-fen, Mr. Tan Yen-kai, Mr. Tai Chi-tao, Mr. Yu Yiu-jen, Mr. Sun Fo, Mr. Yeh Tsen-chang, and Mr. Chen Kuo-fu.

The following appointments were also announced:—General Lu Chung-hsi as Acting Minister of War in the absence of Marshal Feng Yu-hsiang; Mr. Chang Chun as Mayor of Greater Shanghai in succession to Mr. Chang Ting-fan; and General Ho Ying-ching as Inspector-General of the Military Training School and concurrently Chief of Staff to the National Army in succession to Marshal Li Chai-sum.—Reuter.

Canton Trouble.

Considerable excitement was caused in Canton on Thursday evening when 700 soldiers, belonging to the Training Corps of the 11th Nationalist Army, stationed in suburbs of Hoi-an island were disarmed by Marshal Li Chai-sum's troops.

These 700 soldiers were quartered at the Shiu Kong district in Honam and since the announcement of war between Wuhan and Nanking the Canton military authorities have kept a vigilance watch on the corps, whose loyalty to the Canton Government was subject to doubt.

On Thursday evening over 1,000 Canton troops were sent to Hoi-an to attack the Training Corps Headquarters. Despite the fact that the 700 soldiers were fully armed, they were completely surprised and no resistance was offered. As a result, they were disarmed without a single shot being fired.

Feng Decides.

Nanking, Mar. 28.

The Kuomin News Agency states that Feng Yu-hsiang wiring from Loyang "reiterates his obedience to the wishes of the Central Government, stating that his troops are prepared to do their share in suppressing the Wuhan faction and is awaiting orders from the Central authorities."—Reuter.

It is reliably reported that Feng Yu-hsiang is at present at Loyang, where he will probably make his headquarters.

His troops are massing at Chengchow.—Reuter.

Guarantor's Suicide.

Shanghai, Mar. 28.

Wu Tze-hui, who was one of the guarantors of Li Chai-sum's safety, when the latter went to Nanking, is reported to have committed suicide, feeling that Li Chai-sum's reported execution was a disgrace which he could not face.—Reuter.

Simultaneous Advance.

Nanking, Mar. 28.

Following swiftly the issue of a manifesto stating that "the die is cast and the Nationalist Government cannot turn back until the Kwangsi-ites are defeated and the country again united under the same banner," the Nationalist military authorities have ordered Chu Pei-teh, commanding the First Route Army, Liu Chih, commanding the Second Route Army, and Han Fu-chu, commanding the Third Route Army, to "advance simultaneously into Hunan and Hupeh."

Meanwhile precautions are being taken to safeguard the Tientsin-Pukow Railway.—Reuter.

The Very Idea!

Clank! Here comes milady, now. Italian ladies are wearing aluminum brocades and London dancers are saving shoe leather by wearing aluminum shoes.

And that isn't all. All-metal clothing for men and women is a possibility since science has perfected methods of turning sheet metal into pliable, strong and cheap dress material.

A news note of "all-metal" wear says "flying and motorizing kit made of aluminum, specially impregnated, will be entirely fireproof and the overcoat may be lined with leather, fur or rubber for special warmth."

An Englishman was entertaining an Italian friend, whose knowledge of the English language was limited to dinner. Rice pudding appeared on the menu, and the Englishman was surprised to see his guest regard it with disgust.

"What's wrong?" he asked. "It's wholesome if uninteresting."

"No doubt," was the reply. "But in Italy we do not eat vermin."

"Rice—vermin?"

"Si, si, I know enough English for rat. Mouse, plural mice; rates, plural rice."

"We don't wish to be uncharitable towards the artists, but we can only allow them a very small place in matters scientific."—Professor A. S. Eddington.

My dear Professor, do not deem Art needs your charity, or dole,

Seeking permission for its soul Within your ever-changing scheme,

Good-will would artists soon enrol And waken Science to nobler dream;

But is it strange that they blaspheme Before an arrogance so droll?

Both Art and Science men demand, Since both belong to daily bread;

And what you scorn shall ever stand For vital truth where love is fed.

Not Art spewed poison-gas and bombs That sent the millions to their tombs.

To-day's Ghost Story—"I had gone down to a friend's country house to shoot, and about eleven on the night of my arrival he took a candle to show me to my room, with a big mastiff following us. We turned into a long corridor about ten feet wide, and shut the door behind us. When about halfway down we heard the door we had shut being opened, and felt a coldish draught blowing in. There was no sound, but a feeling that some presence was approaching, and this was strengthened by the behaviour of the dog, whose hair bristled as he growled and slunk up against his master. Somebody or something appeared to pass us in a cold gust, and then the door at the other end of the passage opened and shut."

"My friend told me then that a former occupant had been killed in the room at the end of the passage, and was supposed often to visit this old quarters. I should not have been much impressed had it not been for the conduct of the dog, which certainly was aware of something we did not see."

Husband at Willesden—I am out of work, but my wife is living in luxury on a pound a week.

Question at Shoreditch County Court—Did you hear her swear? Man—She looked as if she was going to, so I walked away.

Clerk at Highgate, to a woman with a grievance against a Government department—You ought to consult the officials. Woman—Insult, did you say? I have done that already. Clerk—No, consult. Woman—I have done so, but they say I have insulted them.

"Children, cooking, and church" are the three "Cs" for women in the home, it was decided at a group meeting of American Y.M.C.A. men. It is to be expected that some fair one will retaliate with three practical "D's" for husband—dollars, devotion, and more dollars.

Five dollars is cheap for a life, but that amount is what cost the life of Charles De Persia recently in Brooklyn, U.S.A. De Persia hired a man named Marino to paint his cat for \$15. When the job was finished, De Persia didn't like it and he paid Marino only \$10. Later they met and Marino shot De Persia through both lungs.

POWELLS

10, Ice House Street.

Just Unpacked

NEW TIES

with

HANDKERCHIEFS

to match.

Price \$4.75 per set.

Less 10% Discount for Cash.

Made in many exclusive Paisley and Madder Designs in reliable qualities, they offer the utmost Value.

Inspection Invited.

Bols'

LIQUEURS

The Stamp of QUALITY and EXCELLENCE.

SINCE 1875.

Curacao, Creme de Menthe, Kummel

CHERRY BRANDY

AND

QUADECANTERS.

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies Ordinance of Hongkong.)

HONGKONG.

MIDNIGHT LOVERS

With ANNA Q. NILSSON & LEWIS STONE

Also at 7.15 and 9.15 p.m. NINA et JACQUES Popular Dancers.

TO-DAY ONLY At 2.30, 5.20, 7.15 & 9.15 p.m.

AT THE

MAJESTIC

NATHAN ROAD, KOWLOON.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE



"We mustn't forget, Mother, to get Daddy his heavy underwear."

PENINSULA HOTEL

CARNIVAL DINNER DANCE

Easter Monday, 1st April, 1929

at 8.30 p.m.

Dinner \$4.00 per head.

Tables may be booked at the

Hongkong or Peninsula Hotel.

THE HONGKONG & SHANGHAI HOTELS, LTD.

QUEEN'S THEATRE

SPECIAL ENGAGEMENT

OF

JANNA DUCLO

THE QUEEN OF MYSTERY

IN A BEWILDERING PERFORMANCE
OF THOUGHT READING, AND
MENTAL TELEPATHY.

An excellent attraction no
one should miss!

TO-MORROW TO WEDNESDAY

AT ALL PERFORMANCES. USUAL PRICES.

HONG KONG BENEVOLENT SOCIETY.

(Founded 1820)

A concert of Light Music will be held in the
hall of the Helena May Institute at
5.30 p.m. on April 16th, 1929.

TICKETS \$2.00 each may be had from
Members of Committee—at Messrs. Ander-
son's, Ice House Street and at the Helena
May Institute.

STAR THEATRE

RETURN SEASON

OF

THE NEW BANVARD MUSICAL COMEDY CO.

with
THE BANVARD BEAUTY CHORUS
in a repertoire of
LONDON'S LATEST MUSICAL SUCCESSES

TO-NIGHT AND SUNDAY
MARCH 30th and 31st

The big London and New York success

"LIDO LADY"

First time in Hongkong.

MON. &
TUES.
April
1 & 2

"BY REQUEST"
THE NEW REVUE

WED.
April
3rd

"CLOWNS IN CLOVER"
FROM THE ADELPHI THEATRE, LONDON

Bookings Now Open at MOUTRIE'S and THEATRE
Prices: \$4, \$3, \$2 and \$1.

THE WORLD OF SPORT

TENSE FIGHT FOR LEAGUE TROPHY.

RESULT OF CHINESE GAME
MAY DECIDE.

TO-DAY'S PROGRAMME.

[By "Wanderer"]

The championship of the Senior Division of the League, the subject of greatest interest in local football circles, may be brought nearer settlement as the result of to-day's matches.

Two of the contenders, the Chinese teams, are in opposition, and a victory for Chinese Athletic would probably settle the matter. It is by no means certain, however, that they can win against South China, who despite their loss in mid-week are in good form.

The full fixture list, together with grounds, times of kick-off and referees appointed is as follows:—

Senior Division.

Chinese Ath. v. South China. Club, 4.45 p.m. Mr. Smith.
K.O.S.B. v. Kowloon. Sookumpoo, 4.45 p.m. Mr. Addison.
Small Units v. Club. Chatham Rd., 4.45 p.m. Mr. Cowan.
Navy v. Police. Caroline Hill, 4.45 p.m. Mr. Stokes.

Junior Division.

Eastern v. K.O.S.B.—Chinese, 3 p.m. Mr. Swallow.
Somerset v. Navy. Chatham Rd., 3 p.m. Mr. Lees.
Kowloon v. R.A.—Kowloon, 3 p.m. Mr. Hatwell.
St. Joseph's v. S. China "B"—St. Jos., 3 p.m. Mr. Anderson.
Athletic v. Kowloon. Club, 3 p.m. Mr. Willis.
Small Units v. R.A.F.—Sookumpoo, 3 p.m. Mr. Masters.

Important Games.

There is a certain amount of interest attaching to all games this afternoon. The Chinese match may go either way, the very distinct contrast in styles rendering judgment difficult. I rather fancy the open play of South China will prove the decisive factor, always providing their shooting is up to scratch.

The Police are also well in the championship race and they are up against a fairly stiff proposition in the Royal Navy. Unfortunately (or fortunately as the case may be) the Navy are not by any means the side they were a few weeks back. It should be a hard game, with the odds a shade in favour of the Police.

Interest in the Kowloon-K.O.S.B. is not so much concerned with the league problem as a test of strength. Kowloon are still endeavouring to solve their centre-forward problem and Hannan has been introduced from the reserve team to show his pace. If he makes full use of his speed, the move should prove a good one.

The Borderers are in fine fettle and should win, but Kowloon will certainly make them go all the way.

The Club match against the Small Units looks like an "easy" thing for the Club. The Units, however, have not yet given up hope of obtaining a point before the end of the season, and the Club will have to play hard to win.

An Object Lesson.

Critics of local football are sometimes very disparaging of the general standard of play in the Colony, but an interesting item of information has been kindly passed on to me by Mr. W. E. Hollands, which may possibly be used to advantage by the enthusiasts.

It is contained in a report of a Second Division match at Home between Southampton and Bristol City, which discloses that Douglas Vernon, of the R.A.F., who played in Hongkong football throughout last season, is now playing at centre-forward for Southampton and pleasing his selectors.

Vernon will be remembered as a robust player with a powerful shot; he played in one or two representative games, notably for England in the International Charity Cup Competition.

Of his debut in the Southampton team, Commentator of the Football Echo writes: "It is not wise to judge a player on one game, and the amateur whom the Saints introduced to league football in this game must await further tests. He will undoubtedly be given other opportunities to confirm the good impression he made in this match at Boundary

TENNIS TOURNEY.

RUMJAHNS IN FINE FORM
IN SEMI-FINAL.

JAPANESE OUSTED.

While Honda and Akiyama fought valiantly in the closing stages, they were no match for S. A. and H. D. Rumjahn (holders). In the semi-final of the Open Doubles on Thursday evening. At one time, following the loss of the first set, an overwhelming victory for the Rumjahns seemed likely, but they seemed to lose patience with the steady defensive tactics of their opponents, hitting recklessly for a space, and the match went to five sets.

Honda and Akiyama began strongly, and some nicely placed shots by the former enabled them to take the first set at 6-3. The Rumjahns, however, played brilliantly in the second set, taking it at 6-1, and carried all before them in the third, which they won 6-0. The Japanese pair were content to lob the ball back in the face of a persistent attack by the Rumjahns, but the latter pair's overhead game was almost perfect. On the whole, they appear to be much steadier as a pair than ever before. H. D. Rumjahn having improved his service immensely.

A spell of attacking by Honda and Akiyama enabled them to take the first three games in the fourth set, and though the Rumjahns responded well to draw up to 3-4, the set eventually went to the Japanese at 6-3.

The Rumjahns proved their superiority in the final set, and took the match comfortably. Honda and his partner made a big effort, but were caught napping by some brilliant shots. Honda was rather out of form, few of his cross-court drives coming off. He was at his best at the net where he made full use of his opportunities.

The full results of Thursday's matches are appended:

Open Singles Championship:—L. Goldman beat Cheng Chi-wang 6-0, 6-3, 6-1; Lim Feng-chin beat J. Hale 6-3, 8-6, 8-6.

Open Doubles Championship:—S. A. and H. D. Rumjahn beat T. Honda and T. Akiyama 3-6, 6-1, 6-0, 4-6, 6-3.

Club Championship:—S. E. Green won from L. Forester.

Handicap Singles "B":—T. J. Price (owe 2/6) beat E. J. R. Mitchell (owe 5/6) 6-2, 6-1, E. R. Price (rec. 4/6) beat A. C. I. Bowker (owe 2/6) 6-4, 6-4.

Park. Vernon appeared to me to be a thoughtful player. He did not dash wildly about in a frantic attempt to "make good." Instead he quietly took up position, and always tried to do the right thing with the ball. Naturally he did not always succeed, but his ideas of the play of a centre-forward were correct. He is a big fellow, and if he does not "bargue" about the field he can use his weight when needed. He once bundled one of the Oldham backs clean into the net. This back and Hacking were together; the goalkeeper dodged Vernon, but the back had to "go." Vernon has a likeable personality, and quickly settled down on friendly terms with the other players. A Devonian, born at Plymouth, he entered the R.A.F. as a lad, and is now only 23 years of age. He is the Royal Air Force centre-forward, for he was among the troops sent out to China when the crisis arose, and is likely to be available for the Saints when they require him, except when particularly important Service matches are down for decision.

Exhibition Game.

On Easter Monday at 5 p.m. the combined Chinese will play an exhibition game with a team chosen from the rest of the Colony.

The following have been selected to represent the Rest—Clarke (Police), Dodson (Small Units) and Baker (Navy); Everest (K.O.S.B.), Oram (Police) Capt. and Hedley (Kowloon); Barkham (Navy), Stock (K.O.S.B.), Pascoe (Navy), Kernick (Navy) and Butcher (Somerset).

Reserves—C. Ellis, T. Ellis, Downman and McGilchey.

Prior to the Exhibition game, a Junior League game will be played between the Navy and Athletic. Kick off for this game is 3 p.m. Referee, Sgt. Harding, K.O.S.B.

THE EASTER RACE MEETING.

"RINGTAIL" TIPS SOME
FANCIED PONIES.

Prospects for the meeting at Happy Valley, which opens to-day and will be continued on Easter Monday, are particularly bright. The course, despite the heavy rainfall which occurred yesterday, is in very good condition, and, providing the weather remains fine, I have no doubt we shall see some very interesting events, especially amongst the "A" Class ponies.

The Aggregate Stakes is the feature of the card, and, in the absence of some of our best ponies who have gone for a rest to the North, this event will probably be accounted for by Christmas Chimes, who is about the pick of those who have been kept over.

There are two interesting events for subscription grilins and other events for handicap contenders, all of which provide keen contests. My selections are:

1st Race.

1 Bullseye's Mount
2 Bakers Bay
3 Winsome Stag

2nd Race.

1 King's Falloch
2 Blue World
3 Thunderbolt

3rd Race.

1 Dark Eyes
2 Tangle
3 Zephyr

4th Race.

1 Christmas Chimes
2 Duke of Chantilly
3 Chesapeake Bay

5th Race.

1 Bullseye's Mount
2 Monterey Bay
3 Peck or Pickle

6th Race.

1 Mowgli
2 U. U. II
3 Fifty Fifty

7th Race.

1 Lock Elive
2 Ptarmigan
3 Sopron

8th Race.

1 The Phœnix
2 Lock Alah
3 Dark Eyes or The Apo

9th Race.

1 Town Hall
2 Grand Tattoo Eve
3 Buster.

FANLING GOLF.

STARTING TIMES FOR SUNDAY
AND MONDAY.

The following starting times for the old course at Fanling have been drawn:

Sunday.

9.23 a.m. J. S. MacLaren, L. R. Andrews.
9.32 a.m. A. E. Lisaman, N. E. Littlejohn.
9.36 a.m. H. A. Lamport, D. J. Gilmora.
9.40 a.m. G. E. Mitchell, E. D. Black.
9.44 a.m. W. K. Tait, F. Syme Thomson.
9.48 a.m. E. P. Streetfield, G. E. Tyler.
9.52 a.m. A. Eagar, A. Pacey.
9.56 a.m. A. T. Lay, H. U. Ireland.
10.00 a.m. N. L. Smith, I. W. Shawan.
10.04 a.m. E. P. Fletcher, J. S. Dykes.
10.08 a.m. A. Webster, W. Kay.
10.12 a.m. A. Sommerfeld, T. S. Whyte Smith.
10.16 a.m. D. G. G. MacDonald, R. H. Hollis.
10.20 a.m. A. B. Purves, E. de Voort.
10.24 a.m. A. H. Ferguson, I. H. Goars.
10.28 a.m. S. T. Butlin, C. Mycock.
10.32 a.m. W. J. Roberts, H. D. Brown.
10.36 a.m. C. D. Brown, H. A. Mills.
10.40 a.m. J. P. Sherry, W. Clerk.
10.44 a.m. E. D. Lawrence, R. K. Hopburn.
10.48 a.m. A. Leach, A. D. Humphreys.
10.52 a.m. A. O. Brawn, T. L. Christo.
10.56 a.m. C. F. Judd, S. M. Walker.
11.00 a.m. M. D. Scott, F. H. Swayne.
11.04 a.m. W. Stewart, G. B. S. Thomson.
11.08 a.m. E. C. Frederick, G. Morris.
11.12 a.m. J. Morris, S. S. Perry.
11.16 a.m. K. S. Robertson, D. B. Edgar.
11.20 a.m. Comdr. Brown, R. Young.
11.24 a.m. G. W. Sowell, E. Lewis.
11.28 a.m. J. Cameron, F. A. Forry.
Easter Monday.
9.00 a.m. C. B. Riggs, G. B. S. Thomson.
9.28 a.m. B. J. Lacon, E. Kern.
9.32 a.m. R. K. Hopburn, E. Gilmora.
9.36 a.m. W. L. Dunbar, J. S. MacLaren.
9.40 a.m. C. E. Holmes, A. D. Humphreys.
9.44 a.m. A. Webster, E. P. Fletcher.
9.48 a.m. K. Greig, I. H. Goars.
9.52 a.m. W. Clark, S. S. Perry.
9.56 a.m. G. R. Horridge, W. L. Alexander.
10.00 a.m. C. C. Stark, T. Lay.
10.04 a.m. L. Yates, W. A. Cornall.
10.08 a.m. H. G. Howard, J. M. Norrie.

LEAGUE CRICKET.

KOWLOON C.C. 2ND XI v. R.A.S.C.

R.A.S.C. visited the Kowloon C.C. yesterday and defeated the home team by six wickets. The feature of the match was the splendid bowling of Fry, who took eight wickets for 45 runs. Four of these were secured in five balls, including the "hat trick." K.C.C. won the toss and batted first, being all dismissed for 79 runs. The visitors passed this total for the loss of four wickets.

Scores:

Kowloon C.C. 2nd XI.
N. A. E. Mackay, lb.w. Fry 24
F. S. W. Smith, c. Lyons, b. Fry 0
G. Lee, b. Fry 4
A. R. F. Raven, b. Windfield 10
B. Petham, b. Fry 1
H. Hampton, b. Fry 7
H. A. Gregory, c. MacDonald, b. Fry 0
A. E. Silstone, b. Fry 0
E. R. Price, lb.w. Fry 17
O. B. Raven, b. Windfield 1
H. Overy, not out 11
Extras 4

Total 79

Bowling Analysis.

O. M. R. W.
Fry 11.5 2 45 8
Pte. Windfield 11 3 30 2

R.A.S.C.

Cpl. Crowcroft, b. A. R. F. Raven 23
L/Cpl. Fennell, st. Mackay, b. Overy 9
Lyons, run out 18
Pte. Windfield, lb.w. A. R. F. Raven 1
Raven, not out 5
W. O. MacDonald, not out 7
Pte. Fry, not out 17
Extras 5

Total (for 4 wickets) 85

Pte. Andrews, L/Cpl. Tavlin, S. Q. M. S. Jordan, Pte. Simpson and S/Sgt. McKenzie did not bat.

Bowling Analysis.

O. M. R. W.
G. Lee 4 18 1
H. Overy 4 18 1
A. R. F. Raven 4 18 2
F. S. W. Smith 8 14 1

10.12 a.m. G. Davidson, P. Jacks.

10.16 a.m. E. A. Green, H. G. Mills.

10.20 a.m. E. Davidson, H. G. Sheldons.

10.24 a.m. L. C. P. Ross, B. H. C. Hallows.

10.28 a.m. E. S. Robertson, A. E. Lisaman.

10.32 a.m. E. Newhouse, T. C. Monaghan.

10.36 a.m. W. K. Tait, O. D. Brown.

10.40 a.m. H. Spicer, G. E. Mitchell.

10.44 a.m. Major Beamish, E. W. Kirk.

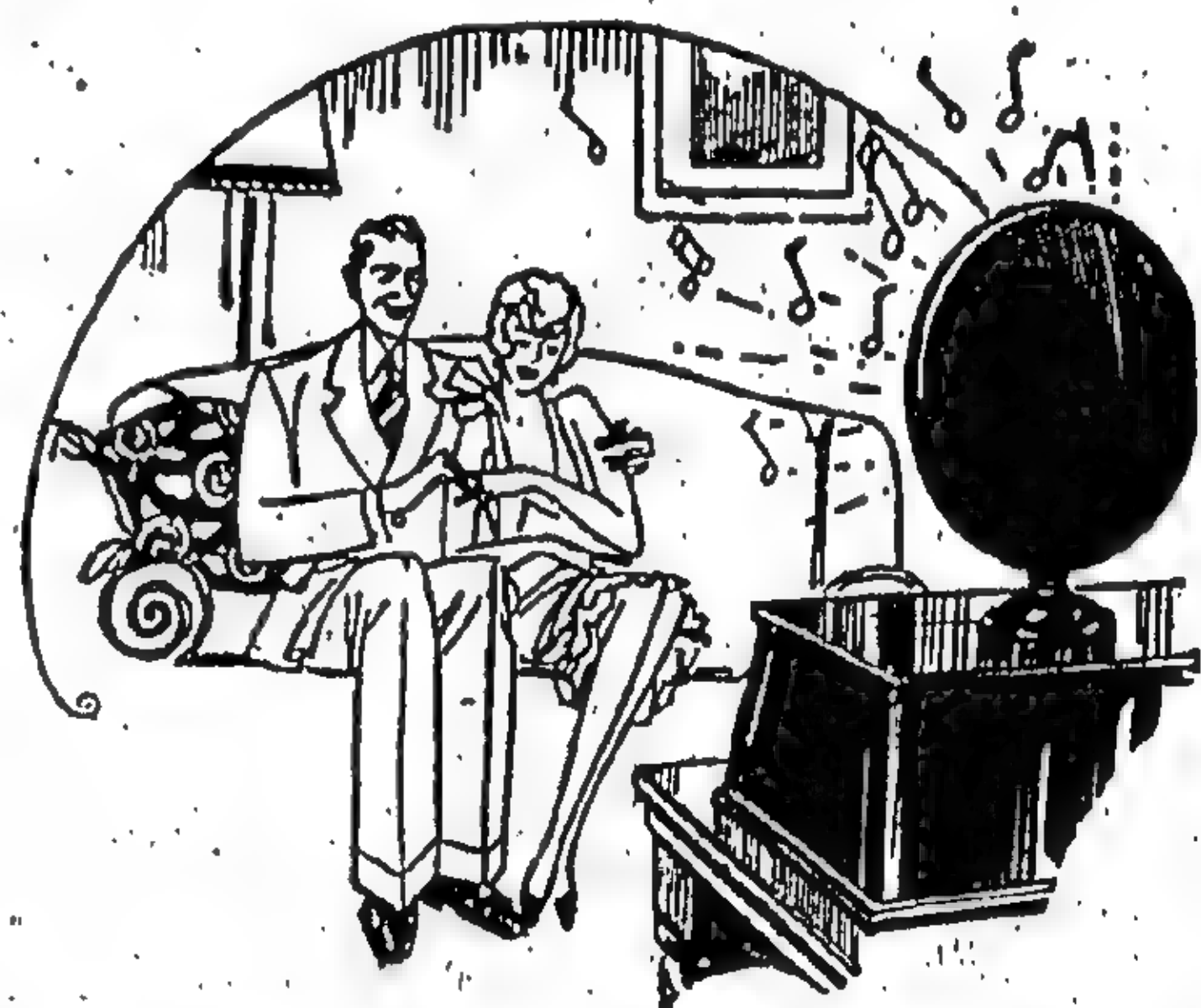
10.48 a.m. A. Leach, J. P. Sherry.

10.52 a.m. A. O. Brawn, E. de Voort.

10.56 a.m. H. R. Start, H. D. Brown.

11.00 a.m. C. B. Johnson, Capt. Doble.

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New Serial

ORCHID.

BY ELEANOR EARLY.

CHAPTER XLII

Hollis was always bringing back surprises. The amethyst ear drops, for example, that hung like clusters of little translucent grapes, way down to Ashtoreth's shoulders. A choker of black pearls, with a ring for her first finger, to match. And a negligee that was multi-coloured, and shimmering as clouds at sunset. With musles, besides, that were made from the breasts of humming birds.

He took her to Patou's, and Agnes, and Lucien le Long. To say nothing of Jenny, and Henriette, and any number of other places, too. And she bought sport clothes and afternoon frocks and dinner gowns. With hats, and scarves, and lingerie to match. It was tremendously exciting, and lots of fun. But Ashtoreth was growing restless. And, sometimes, she was homesick.

Maize had written by every boat. Sadie, she said, went to see Dan Croom the day Ashtoreth was married. She felt just awful about the thing she said, and hoped Ashtoreth would forgive her. She was back at the flat, and had lots of company. The bank deposit Hollis had made to Maize's account was still untouched, and please God, she'd never go near it. For she might be poor, but she still had her pride.

When she read her mother's letters, Ashtoreth was always filled with a tremendous urge to go out and buy things. Silk dresses, and bottles of perfume and scented face powders. Gloves, and a silk umbrella, with a jade duck for a handle. An antelope handbag and material for an evening gown—poppies and morning glories in a sea of quivering silver tissue. She sent them all to Maize, with oceans of love, and innumerable little crosses that stood for kisses.

Maize never said anything about Monty. But Ashtoreth always looked for him, as she walked along the avenues, or stopped at the sidewalk cafes for cafe au lait, and cris, sweet croissants. Sometime—somewhere—she was going to bump into him. She had felt it, in her bones, ever since that night when she dreamed he was in a dark corner, and someone was dropping anchors on him.

From Paris they went to Venice. Gondoliers with aashes, and ribbons fluttering from sailor hats such as little girls used to wear, poled them up and down the Grand Canal. But it was cold on the water. And even the pigeons, pecking apathetically in St. Mark's Square, were shivering.

Venice had been Ashtoreth's idea. But now that she was there, it was cruelly disappointing. "I told you," reminded Hollis, "that it wasn't the season." "But you didn't want to go to London either," she argued. "Of course not. It's deathly in London now. Egypt is the only place in mid-winter." "But I don't want to go to Egypt," she protested unreasonably. "Nothing but a lot of old mummies, and the desert. Let's go back to Paris." So they motored along the Italian Riviera, through Nice and de Grasse, where perfumes are made from real flowers. And Ashtoreth bought quarts of distilled fragrance for Maize, and sent them on the Leviathan, in a special mail sack, so they wouldn't be spilled.

Back in Paris, she decided to take French lessons. And cooking lessons at the Cordon Bleu. And riding lessons in the Bois. She felt quite important, hurrying from one appointment to another. But, when she had nothing more to do, she used to envy the shop girls, and the models whose lives were full and busy, as hers was once.

Hollis had insisted that she engage a maid. An English woman, to draw her bath, and pick her clothes up off the floor. To comb her hair and slip her feet in the little humming bird mules. And bring her chocolates and croissants in bed. As a matter of fact, it was Hollis who engaged the woman. Ashtoreth herself would never have dared talk to a lady's maid. The woman's name was Mabel Moggs, and she rather over-awed her mistress.

Hollis was somewhere playing tennis. Ashtoreth didn't play, and she didn't like to watch. He had driven out in the Hispano-Suiza, and she had planned to poke around a little by herself. Hollis had never taken her to Saint Chapelle, or to see his "favourite girl in all the world"—the Madonna of Notre Dame.

Ashtoreth wondered if it was because he was disappointed in her. If Paris had ceased to be the lovely adventure for him it used to be. And if that was because she was not to him all the things he had dreamed.

Well, she'd go to those places herself, and tell him, afterward, that she had been. She would show him that she was appreciative of art and beauty and history. She bought a guide book, and set out determinedly.

The day was warm, like Spring in Boston. And there were lovely things blossoming in the flower market. Hyacinths, that made her think of Maize, and mauve tulips, and daffodils. She bought a bunch of violets for four francs. "Sixteen cents!" she thought. "Why, they'd be three dollars at home!" And she gave the old flower woman the change from a ten-franc note. It was pleasant to enjoy an overwhelming amount of gratitude and appreciation for 24 cents.

She pinned the violets to the collar of her squirrel coat, and remembered that her little felt hat was the same shade. She knew she looked very beautiful, because people stared at her admiringly, and made comments on her clothes, and her appearance. They knew that she was a rich American, and tried to sell her more flowers, and love birds in wooden cages.

She shook her head, and said, "Non, non, Madam." "Morel, Monsieur, non." And smiled at everyone, and handed francs to their children. And felt like a Stylish Saint, with a great deal of chic, and a warm, tender heart.

There was a man following her. An American, she thought. But she did not like to turn around. It might of course be a Frenchman. Frenchmen were always following women about. She rather hoped, though, that it was an American, and that he would find some good reason for speaking to her. She considered dropping her handkerchief, but decided it would be too obvious. She hoped he noticed the way everyone was treating her, as if she were a very great lady.

She crossed the street, to the cafe on the corner. One nice thing about cafes, they were simply everywhere. She seated herself, and began assiduously to study a menu. The man, who might be an American, was at her elbow. She drew her brows together, a little imperiously, and glanced up.

"Monty!" she cried. "Monty English!" He remained standing, smiling down at her. "Monty, darling!" she exclaimed. "Monty, am I dreaming?" "She jumped to her feet. "Oh! Oh! I never was so surprised in all my life. Where did you come from, Monty?"

"Well," he bantered, "if it isn't Missus Millions herself! And glad to see the boy-friend, as I live." "Glad! I'm simply overjoyed, Monty. I never was so glad to see anybody before. Sit down, Monty. Give me your hands. . . . See, I'm trembling. Oh, it's good to see you!"

"You didn't know who was following you?" he laughed. "But you thought you'd find out. Ash, you're a hypocrite, and I love you. Strolling through the Place there, like a plaster saint, handing out francs and smiles to warm a poor frog's heart. All dolled up like the Queen of Sheba, and playing Lady Bountiful like a fairy tale."

"But where did you come from?" she demanded. "And how long have you been following me?" "Monty lit a cigarette. "It's a long story," he said. "What do you want to eat, Ash?" "Eat!" she cried, "but I can't eat, Monty. I only want to listen."

"Patisseries," he told the waiter, "et cafe au lait pour Madame. Et cognac pour moi, s'il vous plait." "You talk French, Monty!" "Just showing off," he admitted. "But I'm taking lessons." "What are you doing here?" He laughed mockingly. "You didn't know, Missus, that you'd passed up a globe trotter, did you?"

"But tell me, Monty! Please. When did you come to Paris?" "On the Isle de France, the same time you did." Ashtoreth grew deathly white. "I knew it," she told him. "Monty, I felt you one night on shipboard. On the promenade deck one night."

"That's right," he agreed. "I was there. You were all done up in black, with a sparkling sort of a shawl around you. Leaning over the rail, wishing on the first star."

"But I don't understand!" she cried. "Why didn't I see you again? Why didn't you speak to me? Where did you keep yourself? And why were you on the Isle de France, Monty?"

"I was going to speak to you," he interrupted, "when your husband came out. He put his arms around you, Ash, and kissed you. It was his right, of course. You were his wife. But I never wanted to see you again after that."

She touched his hand across the table. "I'm not much on poetry, Ash. I'm not much on speeches either. Only—in school it was—I read

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CORONER & CHRISTIAN SCIENCE.

SECOND DEATH IN NURSING HOME.

London, Feb. 25.
"I have said before this week that I cannot see how any organic disease can be cured by Christian Science," said Mr. R. Kemp (Coroner) at an inquest at Sunbury on Raymond Leonard Douglas Barlow, aged 26, who died in a Christian Science nursing home at Sunbury on Wednesday.

This was the second inquest in one week on patients at this nursing home.

Mrs. Nora Barlow, the widow, of Dartford, said her husband, who suffered from tuberculosis, was a great believer in Christian Science, and it was by his own wish that he went to Sunbury. She was satisfied with the treatment at the home.

Mrs. Rachel Till, who said that she was a good chance of Barlow's recovery. He was attended by a Christian Science practitioner.

The Coroner—Does he do anything but pray?—No. Mrs. Till said they never called in a doctor unless it was the wish of the patients.

The Coroner—Do you know of any case when tuberculosis has been cured by Christian Science?—Yes. Herbert Norsworthy, of Ealing, Christian Science practitioner, asked by the Coroner what qualification he had, replied: "We are registered. We must satisfy the directors of the Mother Church. We have no knowledge of medical science."

A doctor stated that he did not think any medical man could have saved Barlow.

The Coroner returned a verdict of death from natural causes.

Othello. I was only a kid then, but it made a big bit with me. It's a peach of a love story, you know. Hot stuff, too. But, what I started to say was—there's some lines in it that have stuck in my memory all these years. They came back to me that night, when I saw you in another man's arms. Shall I tell you what they are, Ash?"

She inclined her head. And he leaned toward her, speaking softly.

"I had rather be a toad, and live upon the vapour of a dungeon, than keep a corner in the thing I love for others' uses."

Ashtoreth shivered. "I know," he said. "Cuckoo, and all that. Mrs. Hollis Hart, getting kissed by her husband. And a poor old can like me getting all worked up. No sense to it. Plain dam' foolishness, me having the nerve to get jealous. But I'm one of those unreasonable cusses, and I can't seem to get over it, Ash. No—not if you were married to all the men, and millions from here to Hongkong."

"But, Monty—you darling silly. I know," he agreed. "That's why I went down to the second class."

"You didn't." "Sure I did. Why not? Couldn't see you getting kissed down there."

"Oh, my dear!" She patted his hand understandingly. "You haven't told me yet, Monty, what you're doing over here."

"Me? What do you suppose? I'm selling radium. Great business too, Ash. Remember, when I wanted to meet you at the pier?—well, that was the now I had for you. And, when you let me down, I sent your mother a wire, saying I had to see you on important business. I was sailing in three days, Ash. . . . And I was going to ask you to come over with me. It wouldn't have been the bridal suite you had with him. . . . But, oh, hell!"

Monty tossed his hat across the table, and buried his face in his hands.

"Tell me, Ash, are you happy, dear?"

(To Be Continued.)

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S. AFRICAN TREATY SURPRISE.

HERTZOG IGNORING THE SENATE.

Cape Town, Mar. 1.
The two sections of the Labour Party voted in different lobbies over the Trade Treaty with Germany, Colonel Greaves's followers supporting the Bill and the National Council section of Labour opposing.

When after the division General Smuts (South African Party), asked the Prime Minister whether the Treaty would now be sent to the Senate.

General Hertzog replied that the Treaty was purely an Administrative matter, but was of such importance that the Government had considered it desirable to submit it to the Lower House, which was the People's House, for approval or disapproval. In doing so the Government did not intend to convey the impression that in such Administrative matters it was necessary for the Government to go so far as to seek the consent of both Houses.

What General Smuts describes as a question of "constitutional importance" has been created by the refusal of General Hertzog to submit the Treaty to the Senate.

The Treaty has no effect on existing preferences granted by the Union to Great Britain, but allows Germany to participate in any future preferences that may be given. It may be denounced after two years.

Possible Appeal at Law.

Should General Hertzog persist in his reported resolve not to send the German Trade Treaty to the Senate, the question will arise as to whether such action would not infringe the Constitution. According to competent authorities it would appear to infringe Article 26 of the Treaty itself, which sets out that the Treaty must meet with the approval of the competent authorities, that it must be passed by the Assembly and ratified by the Senate.

If, however, it should not go before the Senate, it might be passed into law and remain such until a decision was asked of the Supreme

LETTER GOLF.

You may not think a CLAM BAKE is anything like a picnic by the time you finish today's puzzle.

| | | | |
|---|---|---|---|
| C | L | A | M |
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| | | | |
| | | | |
| | | | |
| B | A | K | E |

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEN.
2—You can change only one letter at a time.
3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
4—The order of letters cannot be changed.
One solution is printed on another page.

Court. This body could only be invoked by some person or institution suffering from deed brought about by the provisions of the Treaty—probably in some Customs dispute.
The Court would then have to decide the legality of the Treaty, and in the event of an adverse decision the Treaty would be come null and void.

VARIETY CONCERT.

EXCELLENT ENTERTAINMENT AT QUEEN'S COLLEGE.

An excellent concert was presented at Queen's College on Wednesday night, and was continued again last night, the College getting the support of a large number of students and friends of the institution.

There was plenty of variety in the programmes on each night, including clever items of Chinese and Western music, Chinese and European dances, songs and short plays, and it would be invidious to select any item for special praise. Miss Helen Ho and Miss Capell's pupils in their dance items were exceptionally good, and were heartily applauded. Miss Stella Ho gave a very good exhibition last night with her "Solo Fan Dance," and altogether the entertainment was of a standard seldom seen in school functions of this nature.

BRILLIANT GOLF.

AMERICAN TOURNAMENT RESULTS.

Manchester, Mar. 28.
The Pinehurst open golf tournament was won by the brilliant young American Ryder Cup player, Horton Smith, who is shortly going to England with the team for the match against Britain at Leeds on April 26, with a score of 287.
Armour returned 289, and was second.
Horton tied with two others, fifth, with 295.
The match was over 72 holes.—*Reuter's American Service.*

THE GRAF ZEPPELIN.

RETURNS TO BASE AFTER LONG CRUISE.

Berlin, Mar. 28.
The Graf Zeppelin has returned to its base at Friedrichshafen from its cruise to Jerusalem.—*Reuter.*
Friedrichshafen, Mar. 28.
The Graf Zeppelin's cruise lasted 81½ hours.—*Reuter.*

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LIVERPOOL SERVICE
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"ASPHALION" 2nd June Genoa, Havre, Liverpool & G'gow

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| CHANGTE | 9th April | 16th April |
| TAIPING | 7th May | 14th May |
| CHANGTE | 11th June | 18th June |
| TAIPING | 9th July | 16th July |

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CONSIGNEES' NOTICE.

SERVICE CONTRACTS DES
MESSAGERIES MARITIMES.The Steamship,
"CHENONCEAUX"

Arrived Hongkong on 28th March, 1929, from MARSEILLES & C. Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the Underwriter before the Saturday the 29th April, 1929, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goldard and Douglas at 10.00 a.m. on Wednesday the 3rd April, 1929.

No claims will be admitted after the goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

L. LESDOS,
Agent.

Hongkong, 28th March, 1929.

THE BEN LINE STEAMERS,
LIMITED.

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Steamship,
"BENKECH"

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informed that all Goods are being
landed at their risk into the
Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
Kowloon, whence delivery can be
obtained as the goods are landed.

No claims will be admitted after
the goods have left the Godowns.

All claims against the steamer
must be presented to the Underwriter
before the 15th April, 1929,
or they will not be recognized.

All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesday and Friday between the
hours of 10.45 a.m. and noon within
the free storage period.

No claims will be admitted after
the goods have left the Godowns.

No fire insurance will be effected
by us in any case whatever.

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| Destination. | Steamers. | Sailings. |
|-----------------------------------|---|--|
| TSINGTAI via SWATOW & SHANGHAI | Kwaihang Foonshing Hopshang Yatshang | Sun. 31st Mar at 7 a.m. Wed. 3rd Apr at 7 a.m. Sun. 7th Apr at 7 a.m. Wed. 10th Apr at 7 a.m. |
| Kobe via AMOI, MOJI & OSAKA | Namsang Hosang | Wed. 17th Apr at 7 a.m. Fri. 24th Apr at 7 a.m. |
| TO STRAITS & CALCUTTA | Suinank Yuenank | Sun. 31st Mar at 10 a.m. Thurs. 11th Apr at 3 p.m. |
| TO SANDAKAN | Mausank Hinank | Fri. 5th Apr at 3 p.m. Sat. 13th Apr at 3 p.m. |
| TO TIENTSIN | Choank-hin | Mon. 1st Apr at noon. |
| TO CANTON | Hopsang | Mon. 1st Apr at 8 p.m. |

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Motor Vessel "GLENSHIEL" 1st May.

Motor Vessel "GLENBEG" 29th May.

Steamship "GLENIFFER" 26th June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNARVON" 1st Apr.

Motor Vessel "GLENBEG" 13th Apr.

Steamship "PEMBROKESHIRE" 29th Apr.

Steamship "GLENIFFER" 11th May.

Steamship "CARMARTHENSIRE" 27th May.

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S.S. "LAOMEDON" ... via Suez Canal 10th Apr.

S.S. "RHEXENOR" ... via Suez Canal 8th May.

S.S. "CITY OF LILLE" ... via Suez Canal 17th May.

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LATE MR. HO FOOK.

DISPUTE OVER BUILDING
HIS GRAVE.

A claim for \$587 in respect of a stone grave contract for the late Mr. Ho Fook was heard in the Summary Court on Thursday before the Justice Judge (Mr. Justice Wood). The plaintiff, who failed in his claim, was Wu Kwok-ying, No. 25, Peel Street, and he sued the Cheuk Fat Firm and So Dit-sui, the proprietor, of Main Street, Little Hongkong. The plaintiff alleged that the contract was for a grave in the Ho Tung cemetery at Pokfulam and his claim was based on five per cent commission on the price of \$12,000, less a payment of \$13, leaving the amount claimed.

The plaintiff conducted his own case and Mr. Horace Lo was for the defendants.

His Lordship held that the plaintiff had not made out his case and gave judgment for the defendant with costs.

REV. F. B. MEYER.

DEATH OF A WELL-KNOWN
SOCIAL WORKER.

London, Mar. 28.

The death has occurred of the Rev. F. B. Meyer, *Reverend*.

[Frederick Brotherton Meyer, the veteran Nonconformist pastor, was born in April, 1847. Educated at Brighton College and Regent's Park Baptist College, he became assistant to the Rev. C. M. Birrell at Liverpool in 1870, minister of the Baptist Chapel, York, in 1872 and of the Victoria Road Church, Leicester, where Melbourne Hall was built for him, in 1873.

From 1888 to 1892 and from 1909 to 1916 he was in charge of Regent's Park Chapel and from 1892 to 1907 and from 1915 to 1921 of Christ Church, Westminster Bridge Road, London, where he succeeded Dr. Newman Hall.

While he was at Leicester, he went regularly to the prison gates for 10 years to help released prisoners. For many years he devoted money and time to clearing out houses of ill-fame in South London.

He also stumped prize-fights, one of the most notable instances being his agitation leading to a ban on the Johnson-Wells fight. In addition he was connected with a great number of public movements. For 10 years he was leader of the Free Church Council of England and Wales. He was president of the Baptist Union in 1906, and of the National Federation of Free Churches in 1904 and 1920.

A popular preacher, he had delivered sermons all over the world. He could work anywhere and during his travels he never ceased writing. By the time he was 80 his books had attained a sale of 2,500,000. Just before his 80th birthday he travelled on a Friday by the night express to Glasgow, preached once on Saturday, twice on Sunday and twice on Monday, and returned to London on Monday by the night mail. Next morning he was busy on correspondence, including matters relating to a forthcoming tour of Canada to speak from all parts of Britain to speak or preach. Theologically he leaned towards Fundamentalism, but he was a man of wide sympathies and an exponent of practical Christianity, the most recent instance

THE HOTEL FIRE
INQUIRY.

(Continued from Page 2.)

between 4 and 6 a.m. and gave excellent assistance both at the King Edward and Savoy Hotel and by working from the "casco" buildings. They also worked their own floats and hoses and rendered very useful aid.

"They were most ready," said Mr. King, "and right to the end of the fire, Naval officers went with me all over the building to see if anything more could be done."

Mr. King added that there was a far bigger Naval party than was necessary and those who were in excess stood by in readiness.

Answering the Coroner, witness said he was entirely satisfied with the way in which the Fire Brigade handled the fire. He was also satisfied with the appliances at the disposal of the Fire Brigade. He had never inspected the King Edward Hotel and stated that as an officer of the Fire Brigade he had no right of entry, but that as a Police officer he could enter. Even if he had known before the fire, what he now knew of the appliances and escapes in the building, he would not have had power to insist on more fire precaution. The only indirect way in which he might do so was to approach the Licensing Board and get that body to refuse a liquor licence. If an old building, where fifty or sixty Europeans might be housed, was used as a temperance hotel, the police could not touch them. In the matter of fire precaution, this, in witness's opinion, was not a very satisfactory state of affairs.

Assuming the responsibility of providing proper fire appliances, etc., was with the owners, witness thought that there should be a proper authority to see that it was carried out. Witness added that he thought if legislation was passed that the same enactment would require that proper inspection took place.

Speaking of the fire, witness said that in his opinion it must have spread with great rapidity. As to the cause, witness would not like to say definitely, but he thought the fire started at the bottom of the stairs amongst the luggage and stores there. He did not think that the fire could have been caused by defective wires. He had inspected the place, accompanied by an electrical engineer of the P.W.D., and they were agreed about that point.

In answer to the Coroner, witness said he had no suspicion of arson and had received no such report from the Fire Brigade. He had considered the matter and had come to the conclusion that the fire must have been accidental, caused possibly by carelessness.

The enquiry was adjourned until Wednesday at 2.15 p.m.

LETTER GOLF
SOLUTION.

Here is the solution to the puzzle on another page.
CLAM, SLAM, SLIM, SLID,
SAID, SAND, SANE, BANE,
BAKE.

of which was his adoption of a founding. On his 80th birthday he was presented with a cheque for £800 which he decided to use for philanthropic purposes.

He visited the East some years ago.

"THE DOVER ROAD"

FORTHCOMING PRODUCTION
BY HONGKONG C.C.

The Hongkong A.D.C. is producing Milne's delightful "Three Act Comedy," "The Dover Road," on April 6, 9, 11, 12 and 16, at the Theatre Royal. Rehearsals have now been in full swing for over a month and a brilliant production is assured. As usual, no expense has been spared over the dressing and mounting of the play, and Mr. C. Penke Anderson, whose scenery in "On Approval" was so generally admired, is responsible for the magnificent Lounge Hall scene in which "The Dover Road" is played.

The cast is a very strong one, and the theatre-going public will be interested to see eight new members of the A.D.C. appearing for the first time in Hongkong. The A.D.C. are giving 50% of the total profits to the Miners' Fund, a charity in which H.R.H. the Prince of Wales is graciously taking a personal interest, and it is hoped that the Colony will take this opportunity of helping this very deserving cause and at the same time spending a thoroughly enjoyable evening.

Booking is now open at The Anderson Music Company, and those who want good seats are advised not to delay too long in securing them.

The curtain rises each evening at 9.15 punctually and audiences are requested to be in good time as the action of the play commences at once.

The final curtain will fall by 11.45 p.m. so there will be no need for anyone to worry about last trams or ferries.

DUKE OF GLOUCESTER.

AN INFORMAL DEPARTURE
FROM LONDON.

London, Mar. 28.
H.R.H. the Duke of Gloucester has sailed for Japan, where he will present the Emperor with the Order of the Garter.

In contrast to the reception awaiting him in ceremonious Japan, the Duke of Gloucester's departure was very informal. The platform at Victoria station was thronged not merely by the ordinary boat train farewells but also a crowd of Easter holiday makers.

The Duke nearly missed the train. Whistles were blown and the flag waved and his staff had assembled on the platform. The Prince of Wales and Prince George were anxiously awaiting the Duke of whom there was no sign. Two minutes after the train was due to leave the Duke of Gloucester appeared walking unconcernedly.

There was only time for a rapid leave-taking with his brothers and a handshake with the Japanese Ambassador, when the train steamed out.

The Duke of Gloucester was accompanied by the Earl of Arlisle, Sir Hugh Elles and Admiral Lloyd Thomas.

The Japanese Ambassador and his staff came to bid His Royal Highness farewell.—*Reuter*.

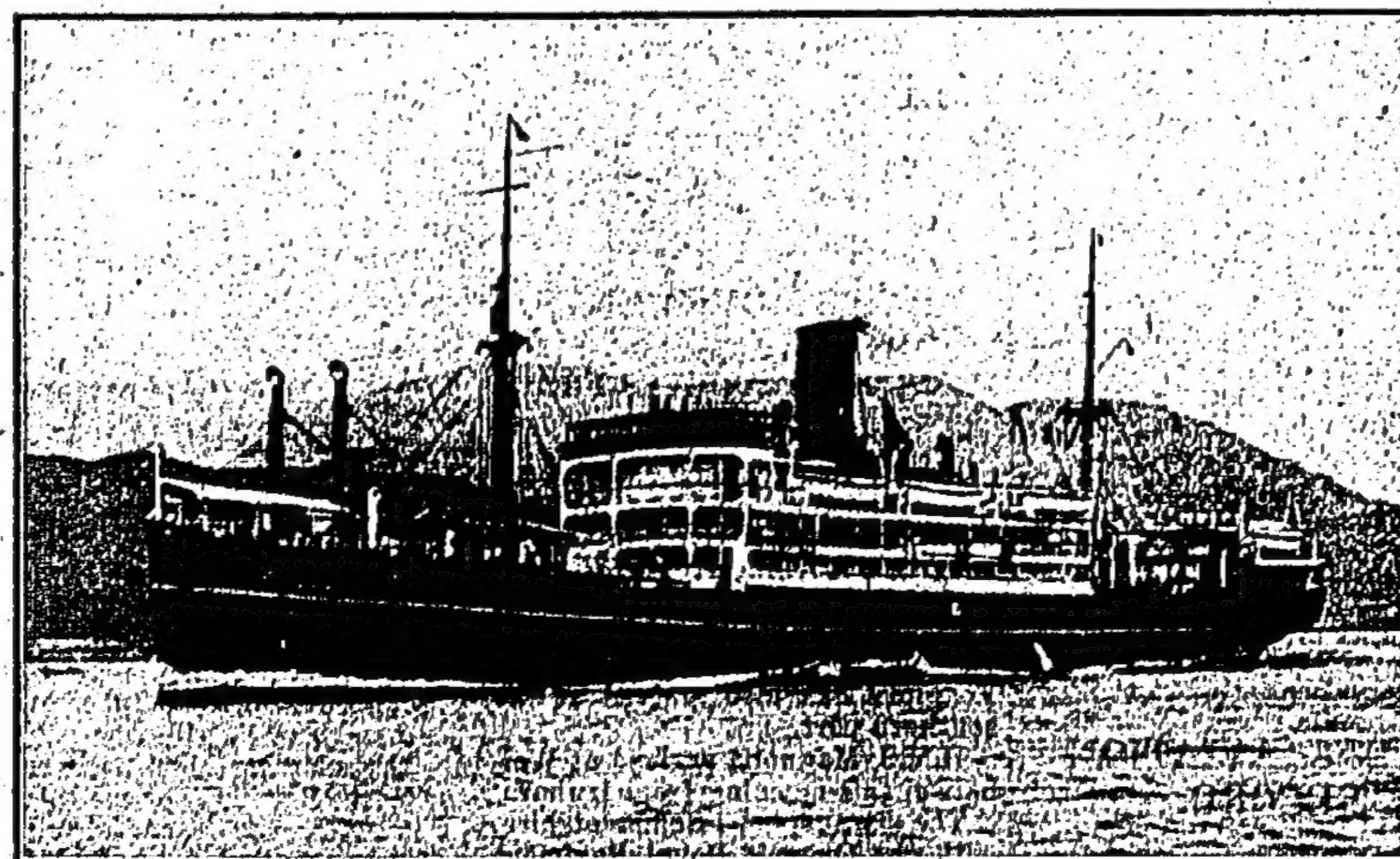
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|------------|--------|-----------------------|---|
| MALWA | 10,980 | 30th Mar. noon | Marseilles & London |
| PADUA | 5,907 | 4 Apr. noon | Marseilles, London, A.werp, Rotterdam & Hamburg |
| NALDERA | 16,088 | 13th Apr. | Bombay, M'les & London |
| MIRZAPORE | 6,715 | 16th Apr. | Straits, Colombo & B'way |
| KARMALA | 9,128 | 20th Apr. | Marseilles & London |
| ALIPPORE | 5,273 | 24th Apr. | Straits, Colombo & B'way |
| MANTUA | 10,946 | 27th Apr. | Bombay, M'les & London |
| INAGFORE | 5,283 | 4th May | Marseilles, London, A.werp, Rotterdam & Hamburg |
| KIDDERPORE | 5,334 | 8th May | Straits & Bombay |
| KALYAN | 9,144 | 11th May | Marseilles, London & Hull |
| MOREA | 10,953 | 25th May | Bombay, M'les & London |

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| SANTHA | 7,754 | 17th Apr. | S'pore, Penang & Calcutta |
|---------|--------|-----------|---------------------------|
| TILAWA | 10,006 | 21st Apr. | S'pore, Penang & Calcutta |
| TAKLIWA | 7,936 | 3rd May | S'pore, Penang & Calcutta |
| TARADA | 6,949 | 5th May | S'pore, Penang & Calcutta |

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

| ARAFURA | 6,000 | 10th May | Manila, Sandakan, Thure |
|---------|-------|----------|--|
| TANDA | 6,656 | 31st May | Island, Townsville, B'hane Sydney and Melbourne. |

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The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hoko, Cebu, Kulangan, Tawar, Timor, Darwin, or other ports en route as inducement offers.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

| TILAWA | 10,006 | 31st Mar. 6 a.m. | Amoy, S'hai, Moji, Kobe & Osaka |
|------------|--------|------------------|---------------------------------|
| ILAHORE | 5,252 | 31st Mar. noon | S'hai, Moji, Kobe & Yoko |
| KIDDERPORE | 5,334 | 1st Apr. | S'hai, Moji, Kobe |
| TAKLIWA | 7,936 | 7th Apr. | Amoy, Moji, Kobe & Osaka |
| JEYPORE | 5,318 | 15th Apr. | S'hai, Moji, Kobe & Yoko |

Cargo only.

All dates are approximate and subject to alteration without notice.

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BANVARD COMPANY.

OPENING AT STAR TO-NIGHT.

After a successful season at
Shanghai, the Banvard Musical
Comedy Company are due to return
to the Star Theatre for a short
engagement commencing to-night
at 8.15 p.m.

The opening piece will be the big
London and New York musical
comedy success "Lido Lady" which
has not yet been presented in Hong-
kong, and this will also fill the bill
on Sunday evening. "By Request,"

described as "a new revue," will be
given on Monday and Tuesday, and
will be followed by such other
popular musical comedies as "Oh
Kay," from His Majesty's Theatre,
London; "Tip Toes," from The
Winter Gardens Theatre, London;
"Clowns in Clover" and "Follies
Bergere."

Miss Cherry Wilmet, the little
Hongkong lady, has a leading part
in "Lido Lady" which is said to be
the best of the Company's re-
pertoire.

Plans are now open at Moutrie's
and the Star Theatre where seats
may be booked in advance. Prices
of admission are \$4, \$3, \$2 and \$1.

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SCOUT JAMBOREE IN ENGLAND.

PLANS FOR REPRESENTATION OF HONGKONG.

ROVER SCOUT PARTY.

For the Boy Scout Coming-of-Age Jamboree, which is to be held at Birkenhead in July and August, Hongkong had hoped to send a contingent, but the cost was found to be prohibitive, and it was felt that the money could be better applied for the good of the greater number in Hongkong itself. Other means had therefore to be sought for securing representation.

On enquiry from the Rev. G. T. Waldegrave, the local Commissioner, the Telegraph is informed that Mr. C. H. Blason, Assistant Commissioner, is leaving the Colony for good next month, but he is not resigning from his Assistant Commissionership until after the Jamboree, so as to hold an authoritative position at that function.

While the 3rd Destroyer Flotilla was in these waters, some 20 naval ratings from ships in that flotilla joined or re-joined the Scout Movement by becoming Rover Scouts in the local Branch. When the Flotilla was withdrawn, these Rover Scouts decided, so far as possible, to keep up their connexion with this local branch, in which they were first formed into two patrols, and also, so far as the Service conditions permitted, with each other.

These Rovers have the permission of Imperial Headquarters to represent Hongkong—so many of them as are able to get the necessary leave. It is also likely that a few Scouts who have recently returned to England will be able to get up to Birkenhead.

Whether it will be possible to find any Chinese Scouts from Hongkong in England, at that time, remains to be seen, but, to sum up, Mr. Blason will be in command of the Hongkong party of representatives, which will in the main consist of the Rover Scouts mentioned above.

RUSSIA & AFGHANS.

CLOSING OF FRONTIER IS OFFICIALLY DENIED.

Moscow, Mar. 28.
Reports that the Soviet has closed the frontier to Afghans are officially described as false.

It is declared that Afghans are perfectly free to enter Soviet Russia under existing long-standing regulations.

Reports of the movement of Soviet troops on the Afghan border are characterised as mischievous inventions.—Reuter.

Peshawar, Mar. 29.
It is strongly rumoured that Amanullah is marching on Kabul. Simultaneously, it is reported that Habibullah has ordered the confiscation of the property of the Royal Family refugees unless they return to Kabul within a month. Inter-tribal warfare has again broken out.—Reuter.

Peshawar, Mar. 28.
Five Russian aeroplanes arrived at Kabul on March 21, and have now evacuated three members of the Soviet Embassy, four Russians and three Turks.

Nadir Khan and his brother are actively enlisted the support of the Mullahs at Kabul in favour of Amanullah.

It is reliably reported that Habibullah has not looked Nadir Khan's houses; but on the contrary has looked and sealed them.—Reuter.

NEW U.S. SECRETARY OF STATE.

MIR. HENRY STIMSON ASSUMES OFFICE.

Washington, Mar. 28.
Mr. Henry Stimson, former Governor-General of the Philippines, was to-day inducted to the office of Secretary of State in succession to Mr. F. B. Kellogg.

The oath was administered by the Chief Justice, Mr. W. H. Taft, under whom Mr. Stimson once served as War Secretary.—Reuter's American Service.

LATEST AVIATION RECORD.

ENDURANCE FLIGHT LASTS 35 1/4 HOURS.

New York, Mar. 28.
Martin Jensen, the airman, flying from Roosevelt Field, established a new world's solo endurance flight.

He was in the air for 35 hours, 38 minutes, and 21 seconds.—Reuter's American Service.

NEW PIECE-GOODS COMBINE.

BRITISH FIRMS CO-OPERATE IN MARKETING.

FAR EAST BUSINESS.

London, Mar. 28.

Encouraged by the success of the Eastern Textile Association, which has already sold half a million pieces of cloth to China against strong Japanese competition, another big co-operative scheme is afoot.

This scheme is for co-operation amongst shippers for the purpose of marketing Lancashire cotton goods abroad.

It is proposed to specialise in lines of cloth which do not compete with the existing Lancashire styles.

It will be recalled that the Eastern Textile Association was formed in November last, the Directors of the concern representing at least fifty firms. The Company deals with all aspects of the cotton trade.

Its aim is, by mass production and the centralisation of all branches of the trade in one concern, to meet the Japanese producers on level terms.—Reuter.

THE REPARATIONS IMPASSE.

GERMANY AND CREDITORS NO NEARER AGREEMENT.

EXPERTS ON HOLIDAY.

Paris, Mar. 28.

Little information is forthcoming regarding the progress of the work of the Committee of Experts dealing with the reparations problems, but it is learned authoritatively that the Conference is held up by the difficulty of settling the amount of Germany's liability.

The Conference is dragging on (it has been in session for over a month) but the Experts are no nearer agreement on the amount which Germany must pay than they were at the beginning. Dr. Schacht, the head of the German delegation, has been in Berlin endeavouring to reach a compromise, without tangible result.

It is understood that the gap between the figure submitted by Germany as the utmost she can reasonably be expected to pay, and the demands of the creditor nations is as wide as ever.

The Conference held a plenary session to-day, but in view of the Easter holidays, and the unsatisfactory state of affairs, the Conference has been adjourned for a week.

The French Press is beginning to display considerable impatience at the delay experienced in achieving a settlement. The problem involved is concerned not only with the total amount, but also with the annual payments.—Reuter.

CONTEST FOR WORLD CHAMPIONSHIP.

MICKEY WALKER UNABLE TO GIVE AWAY WEIGHT.

Chicago, Mar. 29.
In a ten rounds contest for the light-heavyweight championship of the world, Tommy Loughran (holder) defeated Mickey Walker on points to-night.

Mickey Walker is the middle-weight champion of the world, but he was unable to overcome Loughran's advantage in weight.

The contest was arranged as a special opening treat of a new boxing stadium in Chicago, which has a record indoor seating capacity of 25,000.—Reuter's American Service.

NAVAL MOVEMENTS.

H.M.S. KENT ARRIVES FROM SHANGHAI.

H.M.S. Kent, flying the flag of the Commander-in-Chief of the China Station, arrived in Hongkong this morning from Shanghai.

H.M.S. Bluebell has arrived at Port Swettenham from Singapore on her homeward trip, and the Foxglove has also arrived at the southern port.

H.M.S. Magnolia arrived at Wel-haiwei this morning from Lushara. The transport Somersethire, with the Queen's Royal Regiment aboard, arrived at Singapore on March 28 and sailed for Colombo the same day.

New York, Mar. 29.
The Chemical National Bank and the United States Mortgage and Trust Company, two of the oldest New York banks, are merging. Their combined assets will be \$400,000,000.—Reuter's American Service.

HOME FOOTBALL YESTERDAY.

SEVERAL UNANTICIPATED RESULTS.

GRIMSBY'S ADVANCE.

The grim struggle going on at the bottom of the First Division of the Football League, where five clubs are struggling to avoid relegation, formed the principal interest of matches played yesterday. Bury suffered a severe reverse at home, losing to Manchester United. Portsmouth trounced Birmingham, and drew level with Cardiff, who lost at Liverpool.

Grimsby's steady advance towards the championship of the Second Division remained unchecked as the result of their match with Chelsea. Grimsby now hold second place, level on points with Middlesbrough, but with a game in hand.

Bristol City, Southampton, and West Bromwich Albion scored unexpected victories on foreign soil. London clubs had a very good day in the Third Division (South) only Crystal Palace, playing at home to Queen's Park Rangers, being among the losers.

The results as cabled by Reuter are as follows:

First Division.

| | | | |
|-------------|---|------------|---|
| Arsenal | 1 | Blackburn | 0 |
| Bury | 1 | Manch. Un. | 3 |
| Liverpool | 2 | Cardiff | 0 |
| Manch. City | 5 | Bolton W. | 1 |
| Portsmouth | 3 | Birmingham | 1 |
| Sunderland | 2 | Everton | 2 |
| West Ham | 4 | Burnley | 0 |

Second Division.

| | | | |
|--------------|---|--------------|---|
| Barnsley | 4 | Stoke | 2 |
| Blackpool | 3 | Bradford | 0 |
| Clapton O. | 0 | Bristol C. | 1 |
| Grimsby | 1 | Chelsea | 0 |
| Millwall | 2 | Southampton | 4 |
| Notts Forest | 1 | West Brom A. | 2 |
| Port Vale | 2 | Oldham | 1 |
| Preston | 2 | Tottenham | 2 |
| Reading | 2 | Swansea | 0 |

Third Division (South).

| | | | |
|-------------|---|--------------|---|
| Brentford | 4 | Norwich | 0 |
| Brighton | 1 | Bournemouth | 0 |
| Bristol R. | 0 | Newport | 3 |
| Charlton | 4 | Luton Town | 1 |
| Cry. Palace | 1 | Queen's P.R. | 4 |
| Fulham | 2 | Swindon | 0 |
| Gillingham | 0 | Southend | 2 |
| Plymouth | 4 | Torquay | 0 |
| Watford | 4 | Walsall | 1 |

Third Division (North).

| | | | |
|--------------|---|------------|---|
| Chesterfield | 2 | Rochdale | 1 |
| Doncaster | 2 | Darlington | 0 |
| Lincoln | 3 | Carlisle | 0 |
| Nelson | — | Ashington | 0 |
| New Brighton | 2 | Wrexham | 0 |
| Southport | 2 | Barrow | 2 |
| St. Helens | 3 | Accrington | 2 |
| Skegby | 2 | Crewe | 0 |
| Tramerra | 3 | Wigan | 2 |

* Not played.

POSTAL CONGRESS.

CHINESE DELEGATION IN HONGKONG.

By the P. and O. s.s. Malwa there arrived in the Colony yesterday the Director General of Posts of China, Mr. Liu Shu-fan, who is proceeding to London as Plenipotentiary Delegate to the Universal Postal Congress. Other members of the Delegation are as follows: H. V. Poullain, Assistant Director General of Posts; D. McLorn, Postal Commissioner; T. G. Tsien, Secretary to the Ministry of Communications; Li Wen-hoet, Postal Commissioner.

Tseng I-chen, Assistant of the Directorate General of Posts; Lu Kwei-hsiang, Secretary of the Delegation; Mei Ting, Assistant of the Directorate General of Posts.

It will be recalled that Mr. Alfred Sze, Minister to Great Britain, has also been appointed Plenipotentiary Delegate to the Universal Postal Congress. He will soon leave the United States for Nanking and then proceed to his post in Siberia.

OIL CURTAILMENT PROPOSAL.

MAY BE VIOLATION OF THE TRUST LAW.

Washington, Mar. 29.
The oil curtailment plan which was approved by the Directors of the American Petroleum Institute on Thursday last has been referred to the Attorney General for an opinion as to its legality under the Sherman Anti-Trust and Clayton acts.—Reuter's American Service.

THE KELLOGG PACT.

Paris, Mar. 29.

The Senate has ratified the Kellogg Pact, which the Chamber ratified on the 1st instant.—Reuter.

A FILM OF UNUSUAL REALISM!

—of courage, tenderness and humour. A great, moving picture of the heart—its joys and sorrows, superbly portrayed by a fine cast of players!

WILLIAM FOX presents

FOUR SONS

JOHN FORD PRODUCTION

Big as the Heart of Humanity



With MARGARET MANN, EARLE FOXE, JAMES HALL, JANE COLLIER

Another screen masterpiece from the hand of John Ford—the man who directed "The Iron Horse" and other notable pictures!

AT THE QUEEN'S FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20

WOLF FANGS



The thrilling story of a dog's loyalty and devotion to his master!

AT THE WORLD TO-DAY AND TO-MORROW At 5.15, & 9.20, only 2.30, & 7.15, Chinese picture with English titles, "Love's Reality"

A PRODUCTION WORTHY OF ITS SUBJECT! CECIL B. DE MILLE'S SUPERB DRAMATIC PRODUCTION

The King of Kings

A PICTURE THAT WILL LIVE FOR EVER IN THE MINDS OF ALL WHO SEE IT!

AT THE STAR TO-DAY AND TO-MORROW At 2.30, & 5.30, only 6.15—THE BANVARD MUSICAL COMEDY CO.—9.15